

ALOHA TOWNHOUSES

107 ALOHA STREET

3029123

HYBRID

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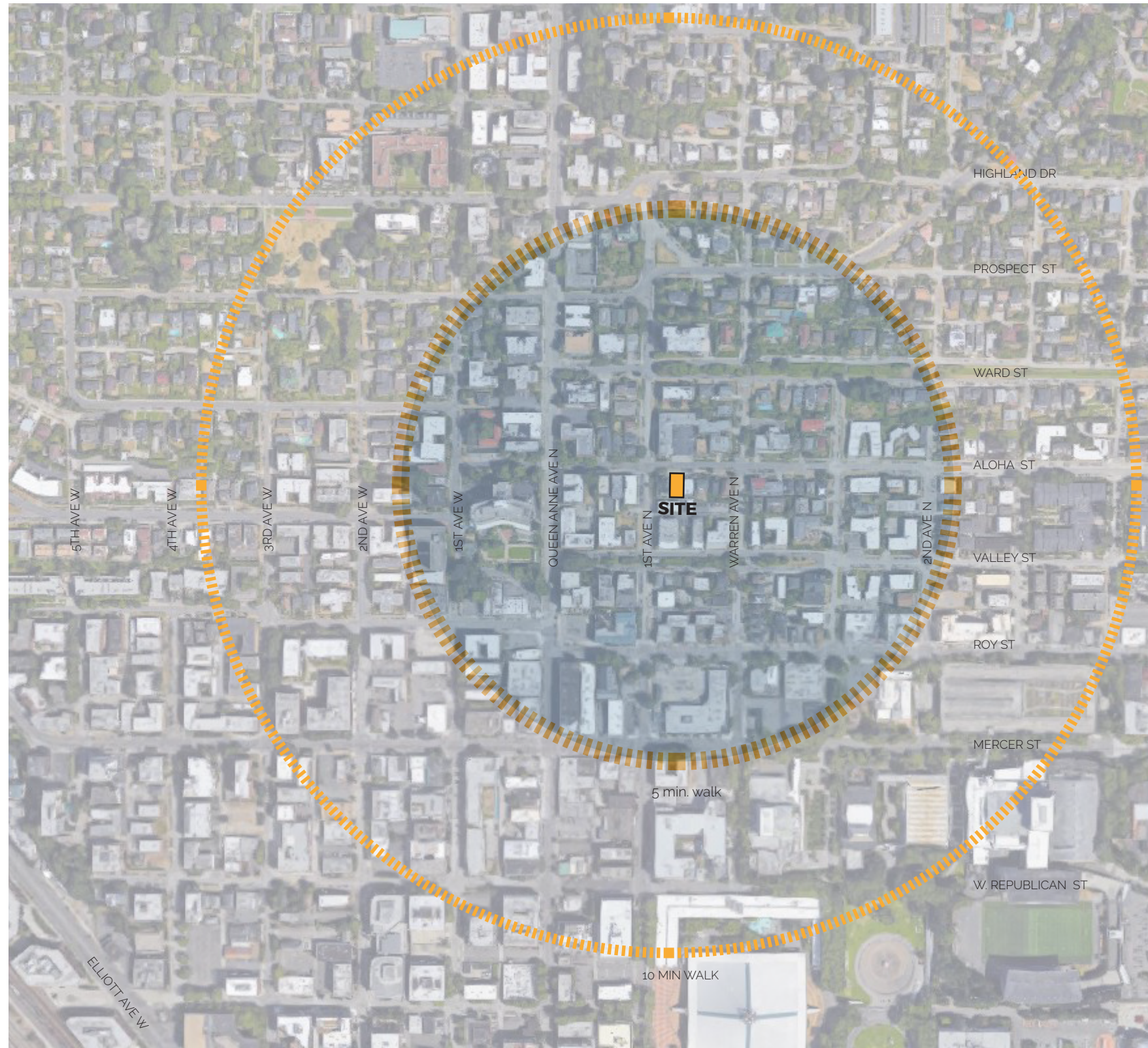
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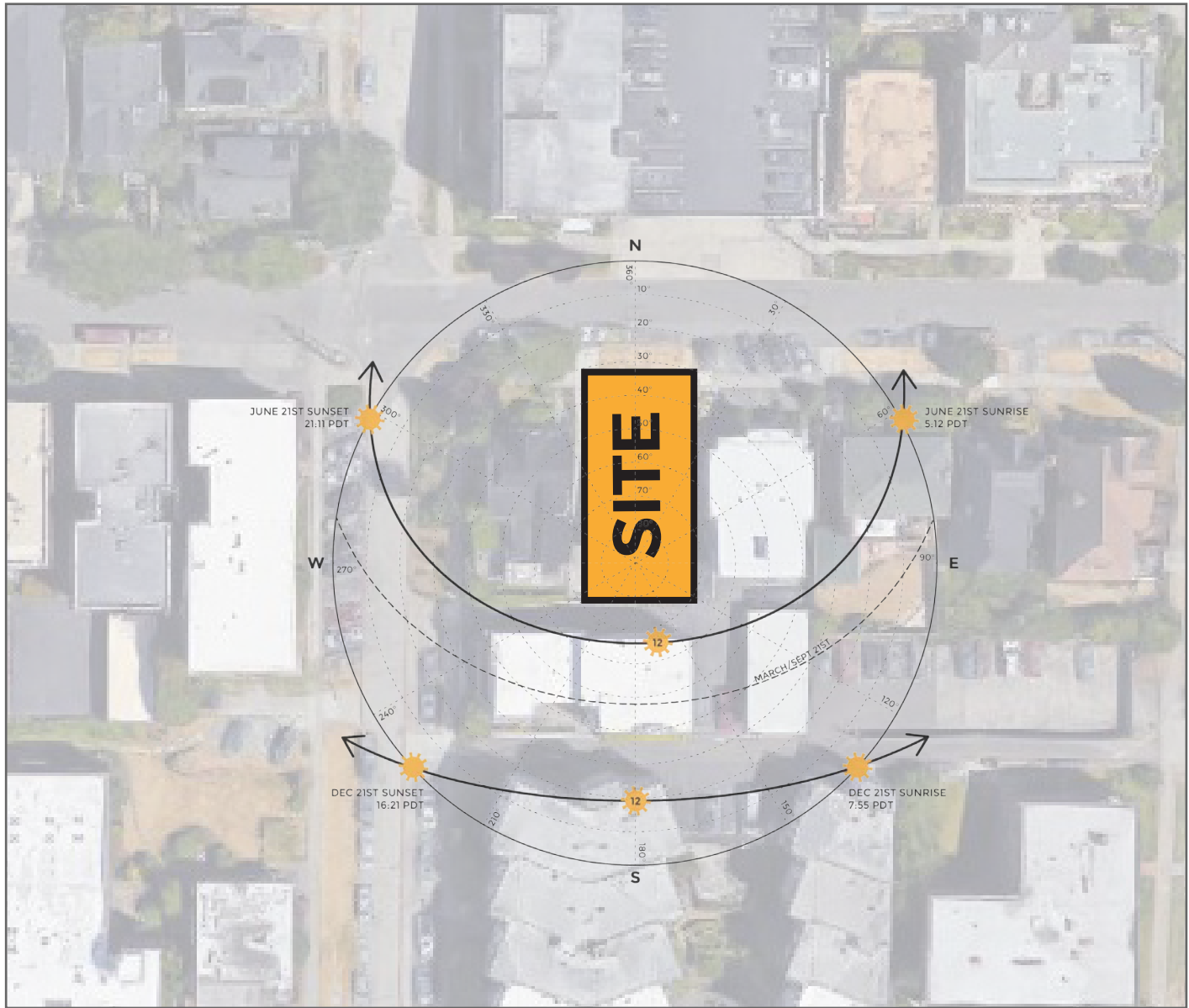
Project Description and Objective

SDR-NEW CONSTRUCTION OF FOUR (4), 3-STORY TOWNHOUSE UNITS. INCLUDES THE DEMOLITION OF AN EXISTING RESIDENTIAL BUILDING

Zoning Objectives

SITE LOCATION	107 ALOHA STREET
TAX PARCEL #	5457300360
LEGAL DESCRIPTION	MERCERS ADD TO N SEATTLE E 40 FT OF W 80 FT OF 5 & E 40 FT OF W 80 FT OF N 8 FT OF 6 & POR VAC ST ADJ
SITE ZONING	LR3
OVERLAY	PARKING FLEXIBILITY AREA AIRPORT HEIGHT OVERLAY
ECA	NONE
SEPA REVIEW	25.05.800 - TAB A/B SEPA REVIEW NOT REQUIRED - EXEMPT PER TABLE A < 8 DWELLING UNITS
PARKING REQUIRED	FREQUENT TRANSIT / PARKING FLEXIBILITY AREA PER SMC 23.54.015, 1 SPACE FOR EACH DWELLING UNIT, 4 UNITS PROPOSED (X1) = 4 SPACES REQUIRED. PER 23.54.020F.2.A - PARKING REQUIREMENT CAN BE REDUCED BY 50% IF WITHIN PARKING FLEXIBILITY AREA. (4 X .50) = 2 PARKING REQUIRED, 2 SPACES ARE PROVIDED
HEIGHT	23.45.514 30' BASE HEIGHT
SITE AREA	3,117 SF
FLOOR AREA RATIO	23.45.510 1.3 MAX FAR (BUILT GREEN)
FLOOR AREA	4,052 SF (MAX FAR)
SETBACKS	23.45.518 SETBACKS REQUIRED FRONT: 7' AVERAGE, 5' MIN REAR: 7' AVERAGE, 5' MIN SIDE: 7' AVERAGE, 5' MIN
AMENITY AREA	23.45.522 25% OF LOT AREA 3,117 SF X .25= 779 SF REQ (50% OF THAT 779 SF SHALL BE AT GROUND LEVEL = 390 SF AT GROUND LEVEL, REF 23.45.522.A.2



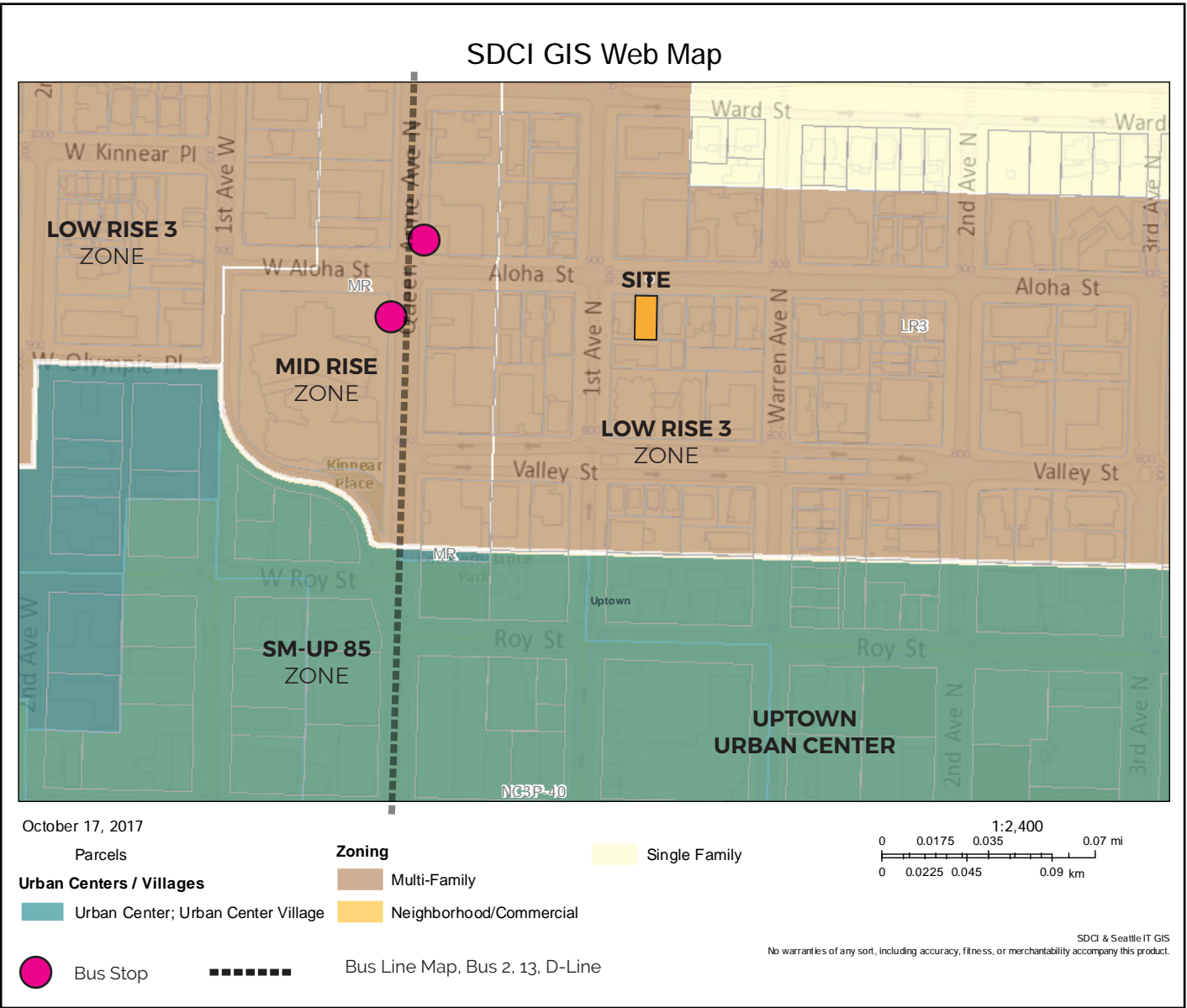


Aerial Map

The site resides in the Lower Queen Anne neighborhood off of Aloha Street. While most of the area is residential immediately surrounding our project, the site is only a few blocks away from many community amenities including restaurants, bars, grocery stores and parks. The neighborhood is connected to Upper Queen Anne - the shopping district at the top of the hill by us lines and arterials.

Solar Impacts

Above a sun diagram has been provided to show the path of the sun as it travels throughout the day from east to west, understanding that on June 21st, the sun would rise at 5:12am and set at 9:11pm, the longest duration of daylight in the year. During the winter, most of the solar impacts are directly on the south facade with the sun rising at 7:55am on December 21st and setting at 4:21pm.



Zoning

The project is within the multi-family zone Lowrise 3, near the Uptown Urban Center located just a few blocks to the south, down the hill. The closest bus stops are within walking distance and are located one block to the west along Queen Avenue South, locating this site in a parking flexibility area. Refer to page 6 for frequent transit matrix and bus schedule studies.

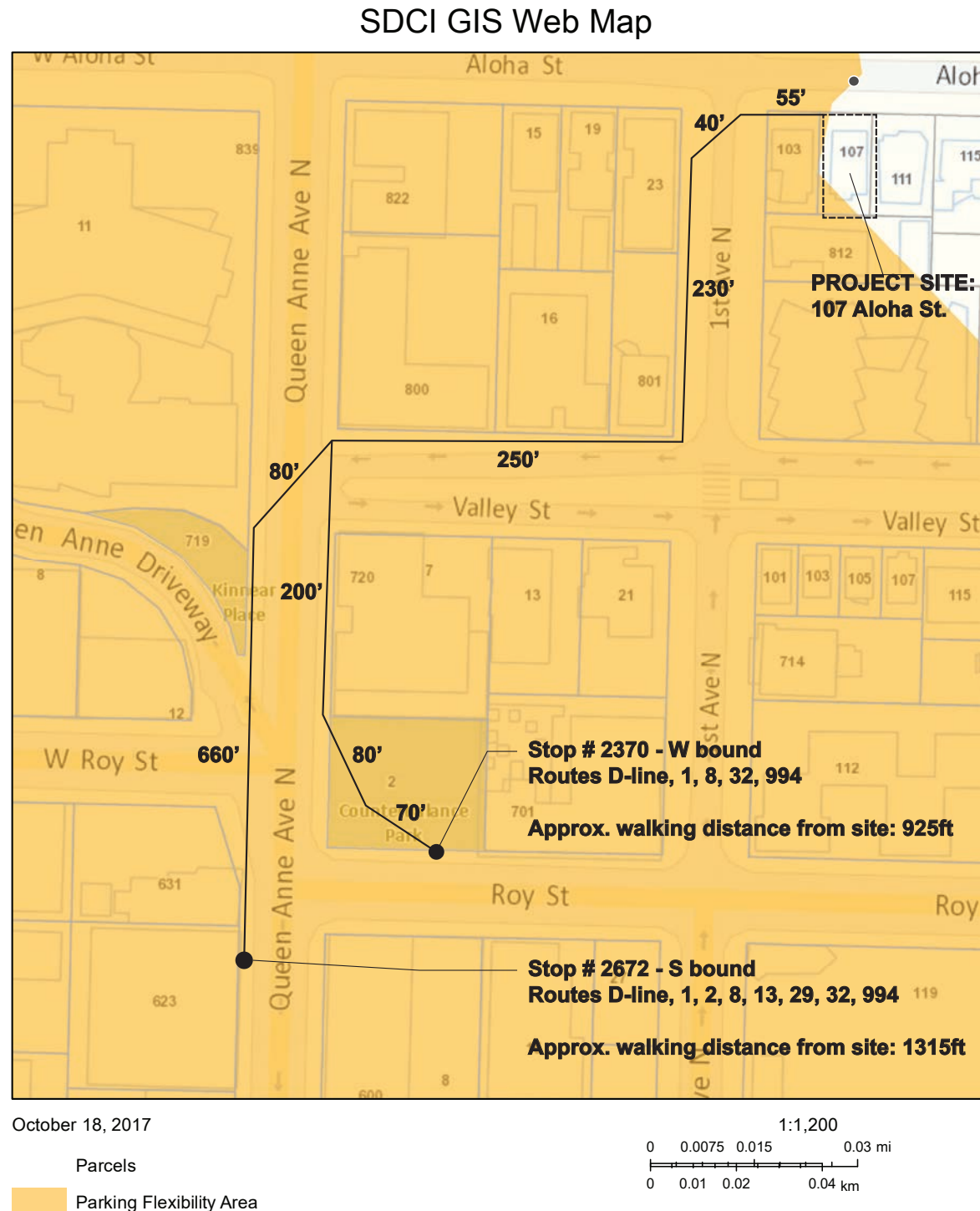
Parking Flexibility Area / Frequent Transit

Project complies with Seattle Municipal Code for parking exemptions per SMC 23.54.020.F.

Reductions to minimum parking requirements.

1. When parking is required, reductions to minimum parking requirements permitted by this subsection 23.54.020.F will be calculated from the minimum parking requirements in Section 23.54.015. Total reductions to required parking as provided in this subsection 23.54.020.F may not exceed 50 percent.

2. Transit reduction. a. In multifamily and commercial zones, the minimum parking requirement for all uses is reduced by 50 percent if the use is located within 1,320 feet of a street with frequent transit service. This distance will be the walking distance measured from the nearest transit stop to the lot line of the lot containing the use.



WEEKDAY

STOP# 2672 - S BOUND

D Line - Downtown Seattle Uptown

Hour: Minute
AM 5: 19 25 50
6: 02 11 22 32 41 49 52
7: 05 14 23 29 35 42 49 56
8: 03 10 18 26 34 42 50 58
9: 05 14 22 30 38 46
10: 01 13 22 31 40
11: 01 13 23 36 49
PM 12: 00 13 25 37 49
1: 01 13 26 37 49
2: 01 13 26 37 49
3: 01 13 23 33 39 45 51 57
4: 04 12 16 20 27 32 39 46 53
5: 00 06 12 18 25 32 39 46 53
6: 07 13 24 34 45 55
7: 08 16 27 37 47
8: 02 11 22 49
9: 03 19 36 49
10: 05 20 32 52
11: 07 22 37 52
AM 12: 22
1: 12
2: 11
3: 12
4: 12

18 1/2 HOUR PERIOD
15 MINUTE OR LESS
HEADWAY

STOP# 2370 - W BOUND

D Line - Ballard Uptown

Hour: Minute
AM 4: 29
6: 10 33 55
6: 15 23 35 44 54
7: 01 09 19 28 34 42 49 56
8: 05 14 22 30 38 46 54
9: 02 10 19 28 34 42 52
10: 02 14 23 30 50
11: 02 14 26 30 50
PM 12: 02 14 26 30 50
1: 02 15 27 30 51
2: 03 15 27 35 41 51
3: 01 07 11 20 28 36 44 52
4: 00 03 10 18 23 30 37 44 52 59
5: 05 13 20 27 34 41 49 56
6: 04 12 20 29 39 48 55
7: 08 14 24 34 47
8: 02 17 32 47
9: 02 18 31 46
10: 01 18 31 46
11: 01 16 31 46
AM 12: 16 46
1: 19
2: 19
3: 19

18 1/2 HOUR PERIOD
15 MINUTE OR LESS
HEADWAY

SATURDAY

STOP# 2672 - S BOUND

D Line - Downtown Seattle Uptown

Hour: Minute
AM 6: 20 50
7: 05 20 35 50
8: 05 17 28 40 52
9: 04 18 28 40 52
10: 04 18 28 40 52
11: 03 15 27 39 51
PM 12: 03 15 27 39 51
1: 03 15 27 39 51
2: 03 15 27 39 51
3: 03 15 27 39 51
4: 03 15 27 39 51
5: 03 15 27 39 52
6: 04 16 24 35 49
7: 04 19 24 49
8: 04 19 24 49
9: 04 19 24 49
10: 04 19 26 51
11: 06 21 36 51
AM 12: 21
1: 11
2: 11
3: 12
4: 12

18 HOUR PERIOD
15 MINUTE OR LESS
HEADWAY

STOP# 2370 - W BOUND

D Line - Ballard Uptown

Hour: Minute
AM 4: 19
6: 12 29 44 59
7: 15 30 45
8: 05 14 23 30 51
9: 03 15 27 39 51
10: 03 15 27 39 51
11: 03 17 29 41 53
PM 12: 05 17 29 41 53
1: 05 17 29 41 53
2: 05 17 29 41 53
3: 05 17 29 41 53
4: 05 17 29 41 53
5: 05 17 29 41 53
6: 05 17 29 41 53
7: 05 19 32 47
8: 02 17 32 47
9: 02 17 32 47
10: 02 17 32 47
11: 02 17 32 47
AM 12: 17 47
1: 21
2: 21
3: 21

17 3/4 HOUR PERIOD
15 MINUTE OR LESS
HEADWAY

SUNDAY

STOP# 2672 - S BOUND

D Line - Downtown Seattle Uptown

Hour: Minute
AM 6: 20 51
7: 05 20 35 50
8: 05 20 36 49
9: 04 19 24 49
10: 04 19 24 49
11: 03 18 33 45
PM 12: 03 18 33 45
1: 03 18 33 45
2: 03 18 33 45
3: 03 18 33 45
4: 03 18 33 45
5: 03 18 33 49
6: 04 19 24 49
7: 04 19 24 49
8: 04 19 24 49
9: 04 19 24 49
10: 04 19 26 51
11: 06 21 36 51
AM 12: 21
1: 11
2: 11
3: 12
4: 12

18 HOUR PERIOD
15 MINUTE OR LESS
HEADWAY

STOP# 2370 - W BOUND

D Line - Ballard Uptown

Hour: Minute
AM 4: 19
6: 15 30 45
7: 15 30 45
8: 00 15 30 45
9: 00 15 30 45
10: 00 15 30 45
11: 00 15 30 45
PM 12: 00 15 30 45
1: 00 15 30 45
2: 00 15 30 45
3: 00 15 30 45
4: 00 15 30 45
5: 00 15 30 45
6: 00 15 30 45
7: 00 17 32 47
8: 02 17 32 47
9: 02 17 32 47
10: 02 17 32 47
11: 02 17 32 47
AM 12: 17 47
1: 21
2: 21
3: 21

17 3/4 HOUR PERIOD
15 MINUTE OR LESS
HEADWAY



Typologies/Usages

Several diverse blocks define the area immediately surrounding the site in this part of Lower Queen Anne. While most of the area is residential and comprised of apartments, condominiums, duplexes and single family homes, there are also some commercial uses just to the south as well as a large institutional parcel along Queen Anne Ave N.

- Site
- Office
- School
- Apartment
- Triplex / Duplex
- Condominium
- TownHouse / Rowhouse
- Institutional
- Single Family
- Commercial

Neighborhood - Lower Queen Anne

The site resides just to the northwest of downtown Seattle in the Lower Queen Anne neighborhood. Located off of Aloha Street, the project is situated within a residential zone and sited to take advantage of the impressive views from the top of the units, showcasing the natural beauty of the area, including views towards Puget Sound, downtown and the Space Needle.





1 Single Family House Mid-Block on Aloha Street



3 Duplex to the West of our Site



5 Condominiums on the north side of Aloha St



7 Condominium Along Warren Ave N



9 Apartments with Balconies on 1st Ave N



2 Existing Single Family House on Project Site



4 Corner residence at the Corner of Warren and Aloha



6 Elevated Apartments Over Parking - Aloha Street



8 4-Story Apartment Complex



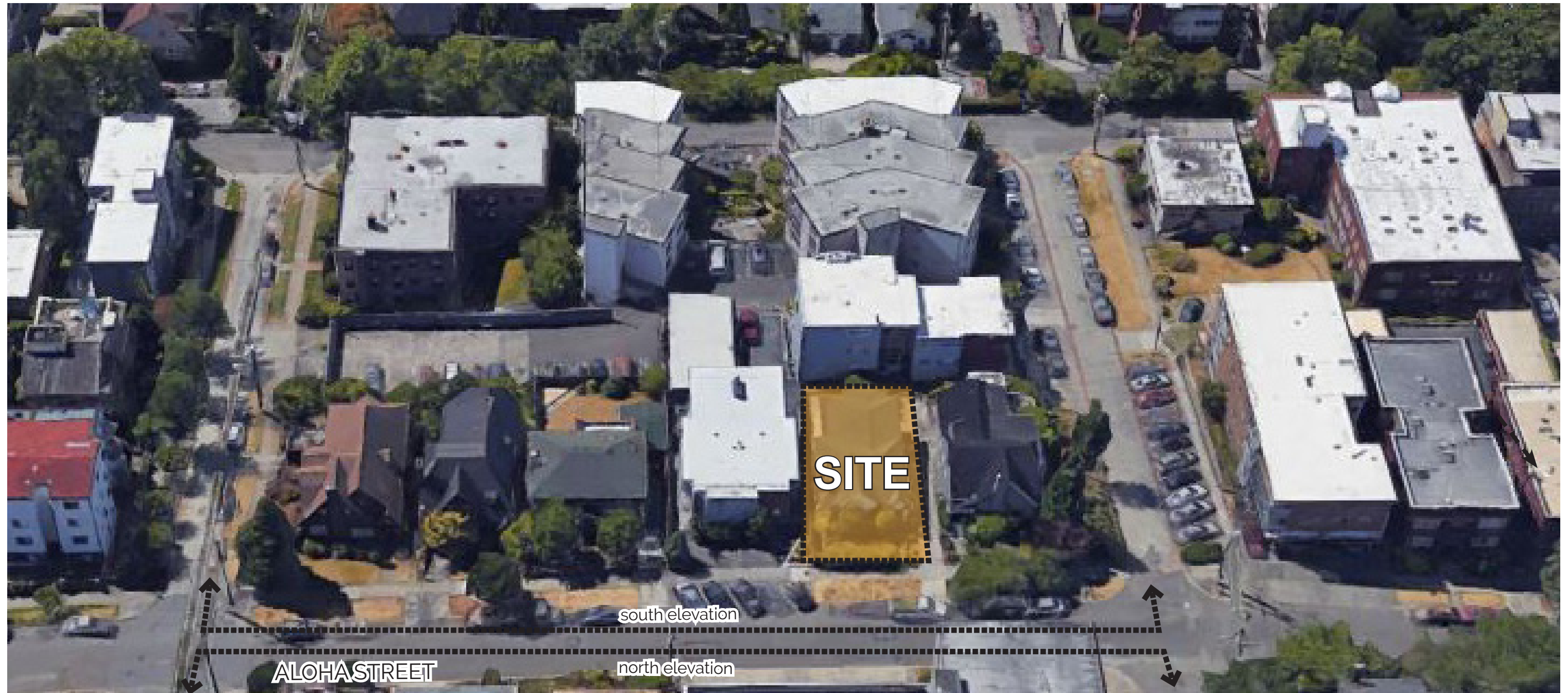
10 Adjacent Apartment building to the east of site

Single Family / Duplex

There remains a strong single family residence building stock in this area, predominately older residences in good shape. Most of the single family homes along Aloha Street have been maintained as the neighborhood expanded, but some single family homes have been converted into duplex or triplex units.

Multifamily

The above projects are multifamily projects in the same area as the proposed project. Most multi-family projects in the area are condominium and apartment units that are terraced down Queen Anne hill to take advantage of the views towards downtown Seattle, Puget Sound and the Space Needle, a major landmark in the area.



South Elevation



Single Family

Single Family

Single Family

Apartments

Existing Residence

Existing Duplex

Aloha Street

SITE

North Elevation



Apartments

Apartments

Elevated Apartments Over Parking

Condominiums

Existing Site

Uses

There is an existing, two-story, 1,320 sf residential structure currently at 107 Aloha Street. Parking is accessed at the rear of the property by an existing easement / community driveway.

Topography

The site slopes from the north to the south down lower queen anne hill approximately 4.8' feet, an average grade change of 6.16%.

Access

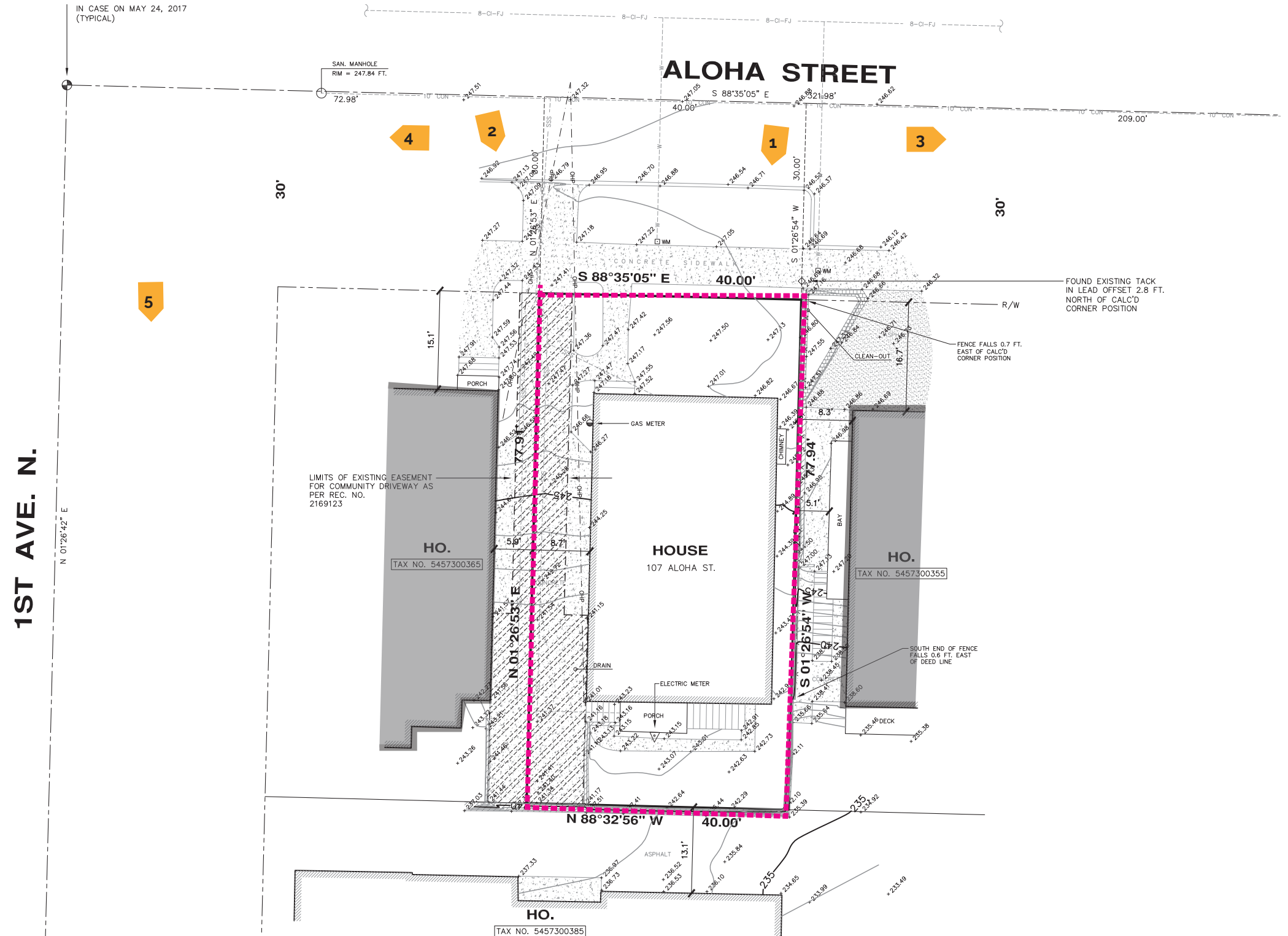
There is pedestrian and vehicular access from Aloha Street - there is no alley to the site. Parking access will be provided on site, by the existing community driveway easement.

Views and Solar Access

The property will have great views to the south, southeast and southwest looking out towards Puget Sound, the Olympic Mountains and downtown Seattle. Solar access from the south will be partially blocked by an existing, adjacent apartment building.

Trees

There are no recorded, existing trees on site. New trees will be planted according to the schematic landscape plan.



Existing Survey

Not to Scale





1. site and existing house



2. view of existing house on property / shared driveway easement



3. street context and view down Aloha Street, looking east



4. looking west along Aloha Street



5. view down 1st ave north towards downtown Seattle / Puget Sound

Design Guidelines

CS1 Natural Systems and Site Features

C.2. Elevation Changes:

Use the existing site topography when locating structures and open spaces on the site. Consider "stepping up or down" hillsides to accommodate significant changes in elevation.

Design Team Response

The design of the massing has been broken into two adjacent volumes, breaking the scale down into smaller structures that cascade down the site from north to south. Each set of dwelling units reacts to the topography to take advantage of the significant views towards downtown Seattle, the Space Needle and Puget Sound.



Design Guidelines

PL3 Street Level Interaction

A.1.d. Entries, Individual Entries to Ground-Related Housing:

Individual entries to ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry. The design should contribute to a sense of identity, opportunity for personalization, offer privacy, and emphasize personal safety and security for building occupants.

Design Team Response

Each townhouse unit entry was carefully considered so that each unit has a distinct entry and unique identity. The front two units front Aloha Street are defined by a planter and the balcony above the entry door, providing cover from the weather and addressing locations. The back two units, although more private from the public street, can be accessed down each side of the development by a landscaped path. Each entry for the south units are also identified by a covered canopy, providing shelter from the elements, security lighting and opportunity for personalization.



Planter at unit entry / adjacent to permeable entry pavers

Address identifies entrance as balcony projection from facade provides cover from the elements

Entry doors along facade emphasized

Design Guidelines

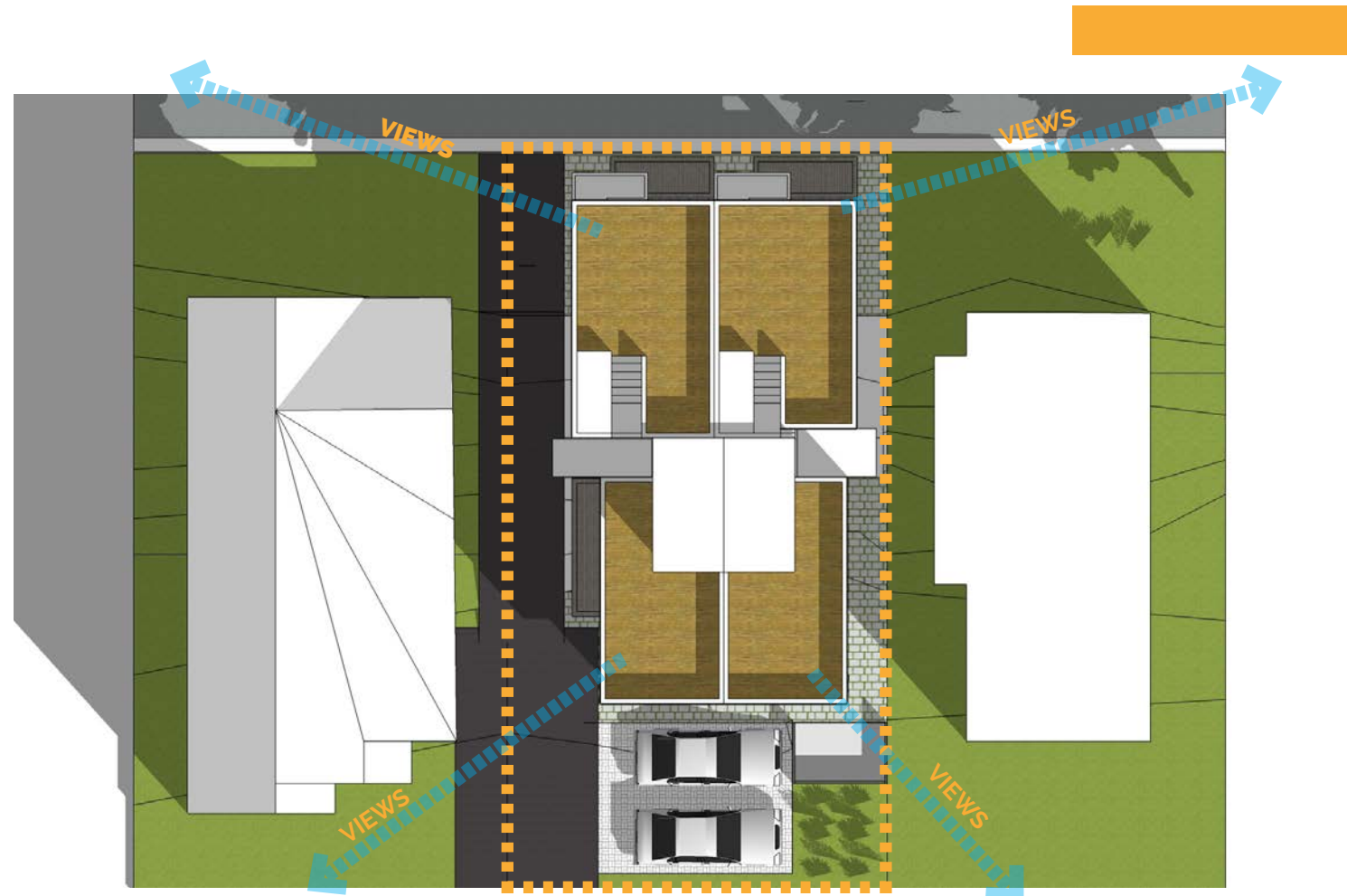
DC1 Project Uses and Activities

A.4. Views and Connections

Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.

Design Team Response

The arrangement and organization of the interior uses of the project are heavily influenced by the view opportunities afforded by living on Queen Anne hill. The front two dwelling units off Aloha Street are organized in such a way that the lower level is semi private space with an entry stair, second bedroom and bathroom. The middle level is an open / dining/kitchen area with direct balcony access and territorial views of Aloha Street. This allows for eyes on the street and a greater sense of security. The south two townhouse units were designed in such a way that the program has been flipped vertically with the open living/dining/kitchen area located on the upper floor and the two bedroom levels on the floors below. The design hopes to take advantage of the views out and over the adjacent apartment building to the south of downtown Seattle, the space needle and Puget Sound beyond.



Design Guidelines

DC1 Project Uses and Activities

B.1. Vehicular Access and Circulation

Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by:

- a. using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use;
- b. where driveways and curb cuts are unavoidable, minimize the number and width as much as possible;
- c. employing a multi-sensory approach to areas of potential vehicle/pedestrian conflict such as garage exits/entrances. Design features may include contrasting or textured pavement, warning lights and sounds, and similar safety devices.

Design Team Response

Vehicular access and parking will be provided on site by utilizing the existing curb cut and existing shared easement / community driveway. Due to the minimal number of vehicles sharing this driveway, one-way traffic is assumed and existing sight lines will be preserved. Aloha Street is a non-arterial road so minimal impact is expected by the project development.

Contrasting, textured pavement will be used to distinguish any pedestrian walkways abutting the driveway or parking area located at the rear part of the site by creating a living yard (WOONERF) behind the townhouse units. In addition, the parking area will be screened through the use of landscape and fencing to minimize visual impacts to the neighbors.



Design Guidelines

DC2 Architectural Concept

B.1. Facade Composition:

Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building.

Design Team Response

The facades of the new development have been developed to define each townhouse dwelling unit as a distinct, unique element. Balconies extrude from the front facade to define entries and provide cover from weather, flanked by large window openings on the main living / dining / kitchen area. The materials were selected to be durable, low maintenance and vertically oriented to emphasis the structures height. The varying widths and pattern of the rainscreen break up the overall mass and help define the scale to be more pedestrian friendly.



Rendered perspective of facade fenestration and material articulation

Design Guidelines

DC3 Open Space Concept

C.1. Reinforce Existing Open Space:

Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept, where appropriate, that other projects can build upon in the future.

Design Team Response

The design of the townhouse development preserves the open space buffer between the front townhouse units and Aloha Street, a public street. The topography of the site and existing open spaces were developed in such a way to enhance the development to new residents and the existing neighbors alike by preserving existing view corridors towards the south. A landscaped buffer in the back will also help screen the surface parking area behind the townhouse units.



Open Space Preserved Area / Woonerf

Zoning Standard

Design Team Response

23.45.504: Permitted and Prohibited Uses

Residential use permitted in LR3 zone.

Residential use permitted outright.

23.45.510: Floor Area Ratio (FAR) Limits

Per table A for 23.45.510 the FAR for townhouse developments in a LR3 zone is 1.1 or **1.3** if the project meets the standards of 23.45.510.C

Parcel Site Area: 3,117 sf
Proposed total area: 3,721 sf
Proposed FAR: 3,721/3,117 sf site = **1.19**

23.45.510.C: Standards for Higher FAR

Green building performance standards

Green building performance standards will be satisfied, therefore allowing maximum FAR of 1

23.45.512: Density Limits - Lowrise Zones

Per table 23.45.512 the unit to lot area ratio for LR3 townhouse development is 1/1,600 or no limit if the standards of subsection 23.45.510.C are met.

Design will meet standards of 23.45.10.C therefore allowing for no limit on density.

23.45.514: Structure Height

Per table A, SMC 23.45.514, the allowable height for townhouse developments within LR3 zones is 30 feet.

Proposed structure base height will not exceed: 30'-0"

23.45.518: Setbacks and Separations

Per table 23.45.518 for townhouse developments in LR3 zones the setbacks are:

Front: 7' Average, 5' minimum

Rear: 7' Average, 5' minimum

Side setbacks > 40' length: 7' average, 5 minimum

Proposed Front Setback = 7'-0"
Proposed Rear Setback = 18'-0"
Proposed West Side Setback = 7.60' Average

Adjustment #1 - Side Setback Reduction

Reduce East Side Setback from 7' Average to 5.36' per diagram.

Rationale: The design is reacting to an existing driveway easement on the west part of the site. This compact design protects views of adjacent properties vs. elongated building that pushes towards the rear setback.

23.45.522: Amenity Area

Townhouse developments in LR zones having the following amenity area requirements:

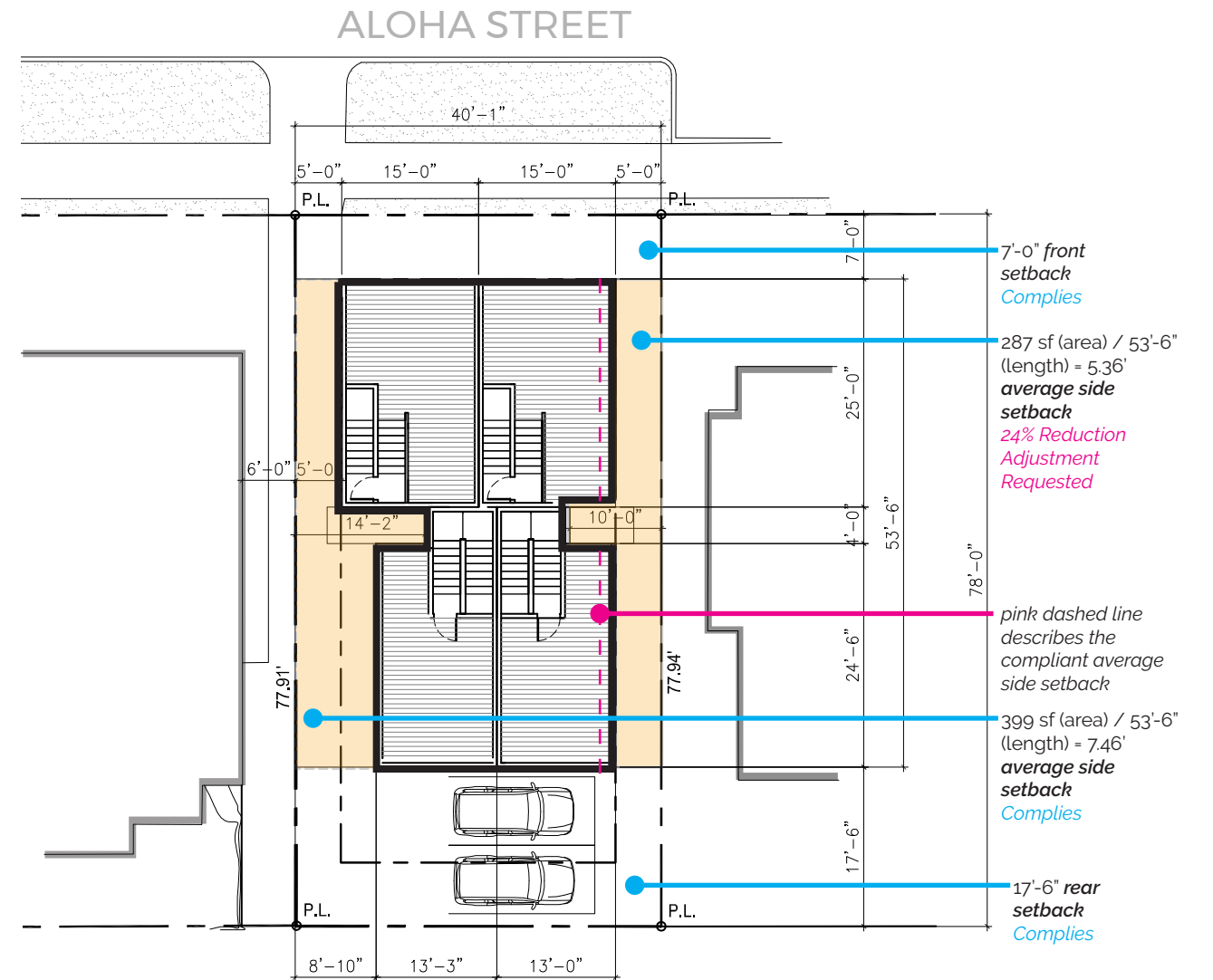
A.1: The required amount of amenity area for rowhouse and townhouse developments in LR zones is equal to 25 percent of the lot area. A.2: A minimum of 50 percent of the required amenity area shall be provided at ground. 3. For townhouse development, amenity area required at ground level may be provided as either private or common space.

Required total: 3,117 sf site area / 4 = 779.25 sf
Required ground floor: 779.25/2 = 389.625 sf

Total proposed: 1,594 sf
Proposed at ground level: 739 sf (private amenity)
Proposed on roof decks: 876 sf (private amenity)

Note: Amenity Area shown on Amenity Area Plan, page 23

Setbacks and Separations



Zoning Standard

Design Team Response

Facade Length Diagram

23.45.524: Landscaping Standards

A.1: Provide for the long-term health, viability, and coverage of plantings.
A.2.a: LR3 townhouse development required to have a green factor of 0.6 or greater.
B.1: Street trees are required.

Proposed landscape to have a green factor of .6 or higher. Street trees to be planted in right-of-way planting strip.

23.45.526: LEED, Built Green, and Evergreen Sustainable Development Standards

A: Applicants for all new development gaining extra residential floor area, pursuant to this chapter 23.45, or seeking to qualify for the higher FAR limit in table A for 23.45.510 shall make a commitment that the structure will meet green building performance standards by earning a LEED silver rating or a built green 4-star rating of the Master Builders Association of King and Snohomish Counties.

Proposed to be constructed to Green Building Performance standards.

23.45.527: Structure Width and Facade Length Limits

Per table 23.45.527 for townhouse developments in LR3 zones, the maximum structure width is 120 feet. The maximum combined length of all portions of facades within 15 feet of lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line.

Facade length = [77.94' (lot length) x .65] =50.661'

Adjustment #2: Adjust max facade length from 50.6' to 53'-6".

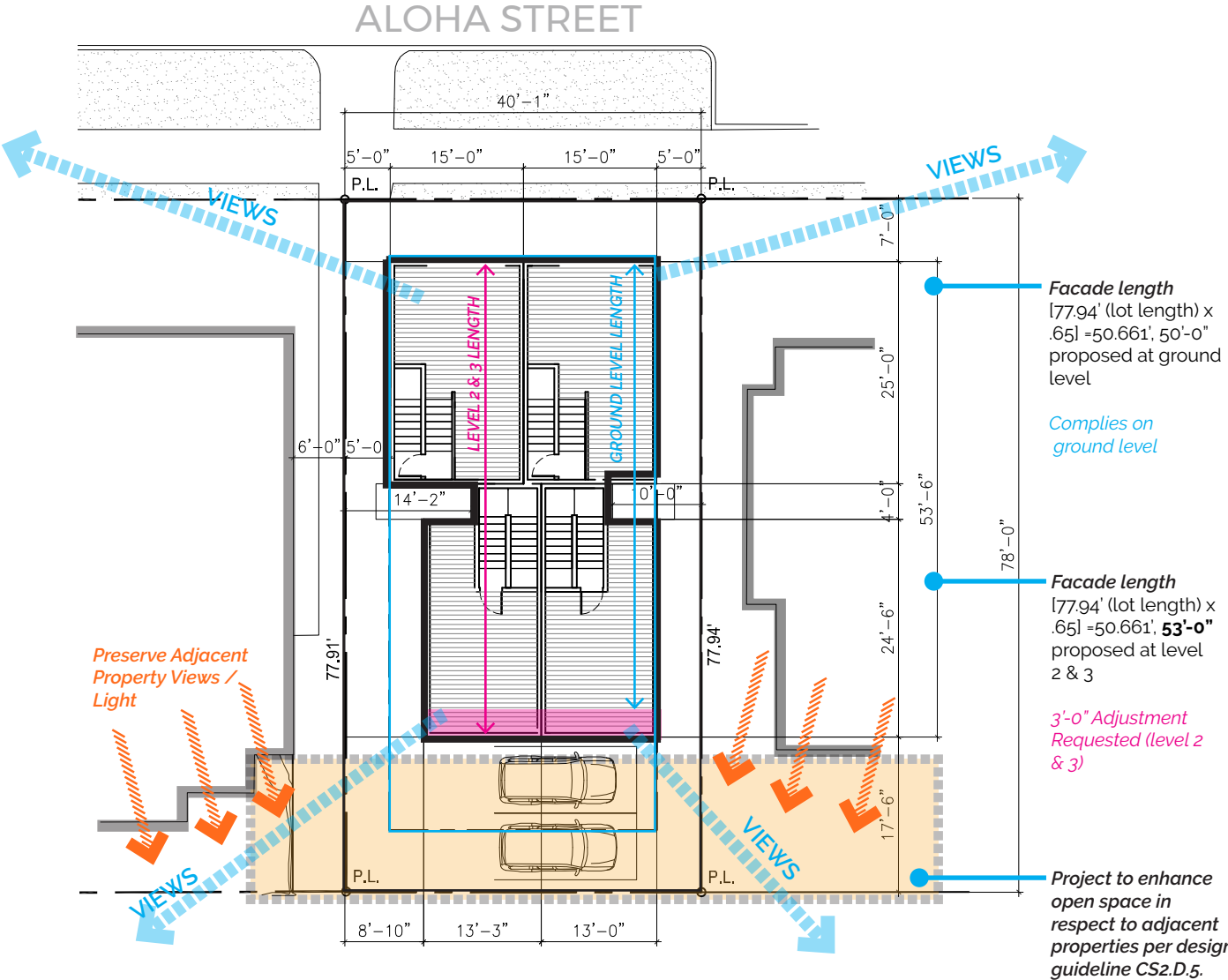
Rationale: Proposed building overhang is more than 8'-0" above ground level. Dwelling units at each corner get to take advantage of the views and connections, respect for adjacent sites.

23.54.015 Required Parking

Per Table B, Parking for multifamily dwelling units, 1 space per dwelling unit is required. Bicycle parking. Per table D for 23.54.015 D2, 1 long term bicycle parking space is required per 4 dwelling units.

Per Frequent Transit / Parking Flexibility Overlay, 50% reduction in required parking is allowed.

(2) vehicular parking spots are proposed on site.
(4) bicycle parking spots are proposed.



Requested Adjustments

Guideline

Adjustment Rationale

Diagrams

Adjustment #1 - Side Setback
Reduce East Side Setback from 7' Average to 5.53' per diagram.

See Diagram on pg 16.

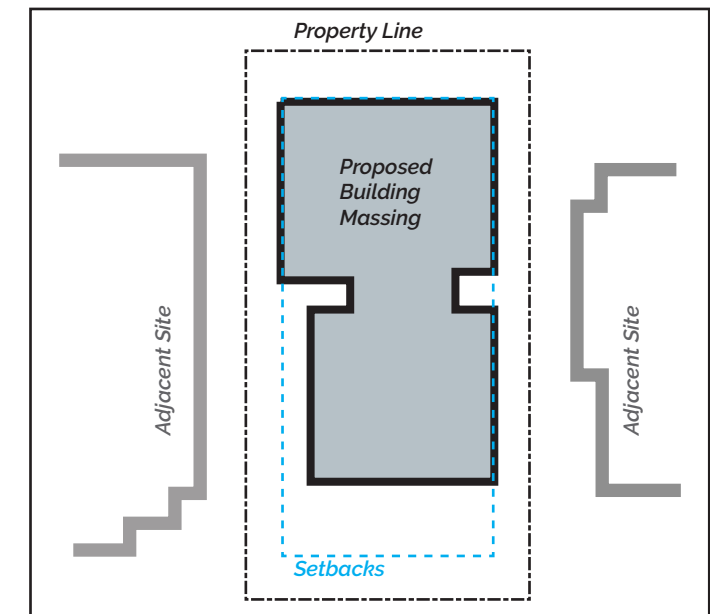
CS2 D. Height, Bulk and Scale
2. Existing Site Features: Use changes in topography, site shape and vegetation or structures to help make a successful fit with adjacent properties; for example siting the greatest mass of the building on the lower part of the site or using an existing stand of trees to buffer building height from a smaller neighboring building.

CS2 D.5. Respect for Adjacent Sites
5. Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.

The proposed building massing has been split into two parts to respond to an existing shared driveway easement and the existing site topography which slopes down from north to south. This shift in scale more contextually relates to the neighbors on each side of the development and allows more residential units access to light, views and natural ventilation.

By condensing the massing on the property, the new development also respects the adjacent sites on the west and east by aligning with the south elevations of both structures, allowing existing views, open space and light to be preserved. The proposed building massing is more compact and shallower and thus preferred. A greater (> 7'-0" average) west side setback was also accommodated.

Proposed Building Massing



Adjustment #2: Max Facade Length
Adjust max facade length from 50'-6" to 53'-6".

See Diagram on the right.

CS2 D. Height, Bulk and Scale
2. Existing Site Features: Use changes in topography, site shape and vegetation or structures to help make a successful fit with adjacent properties; for example siting the greatest mass of the building on the lower part of the site or using an existing stand of trees to buffer building height from a smaller neighboring building.

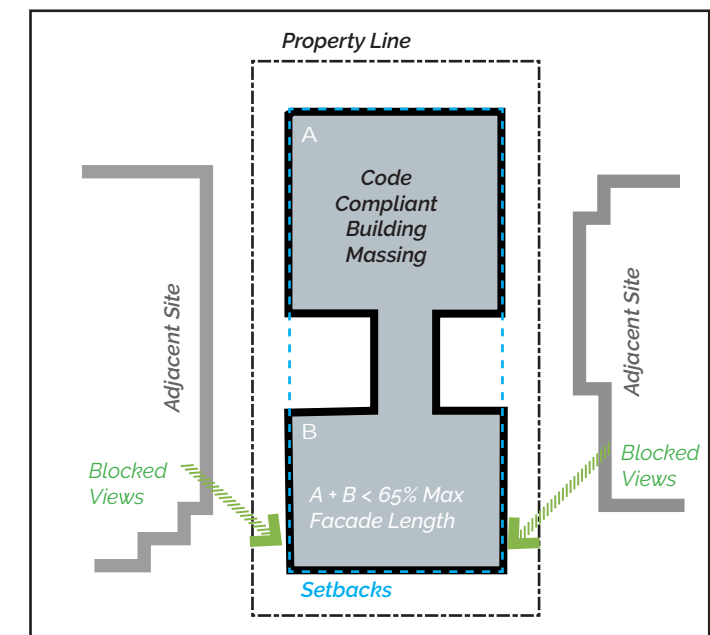
CS2 D. Height, Bulk and Scale
4. Strive for a successful transition between zones where a project abuts a less intense zone. In some areas, the best approach may be to lower the building height, break up the mass of the building, and/or match the scale of adjacent properties in building detailing. It may be appropriate in other areas to differ from the scale of adjacent buildings but preserve natural systems or existing features, enable better solar exposure or site orientation,

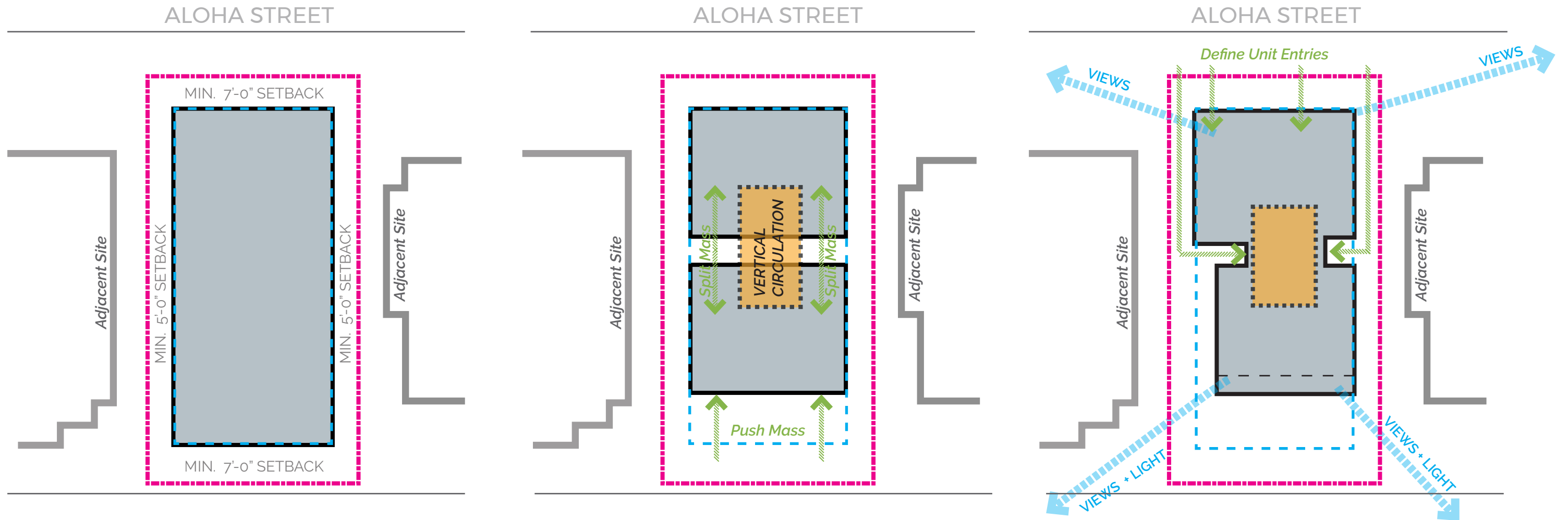
Compact building massing protects the views of the adjacent two residential structures on the west and the east of the project compared to an elongated, land-use compliant building mass.

The scale of the south mass has also been considered by carving out the lower level of the two back townhouse dwelling units by 3'-0", establishing the lower level ground maximum facade length at 50'-0" (code compliant). The second and upper levels are extruded 3'-0" in order to design space that is functional, flexible and habitable.

The remaining space on the south will be used to preserve open space, for parking and solar access into the dwelling units.

Vs. Code Compliant Massing





Define

1. Start with required setbacks and general massing.

Configure

2. Split massing in half to break up scale of project and identify unit entry points and vertical circulation element.

Refine

3. Pull back and carve out building on west facade to respond to existing driveway easement abutting adjacent site. Allow access to light, views and fresh air to the south neighbors by pushing the facade in on the south to increase average rear setback to 17'-6".



SOUTHWEST



SOUTHEAST



NORTHEAST



NORTHWEST

FLOOR AREA RATIO

SMC 23.45.510: Floor Area Ratio (FAR) Limits

Per table A for 23.45.510 the FAR for townhouse developments in a LR3 zone is 1.1 or **1.3** if the project meets the standards of 23.45.510.C. Project complies with FAR limits.

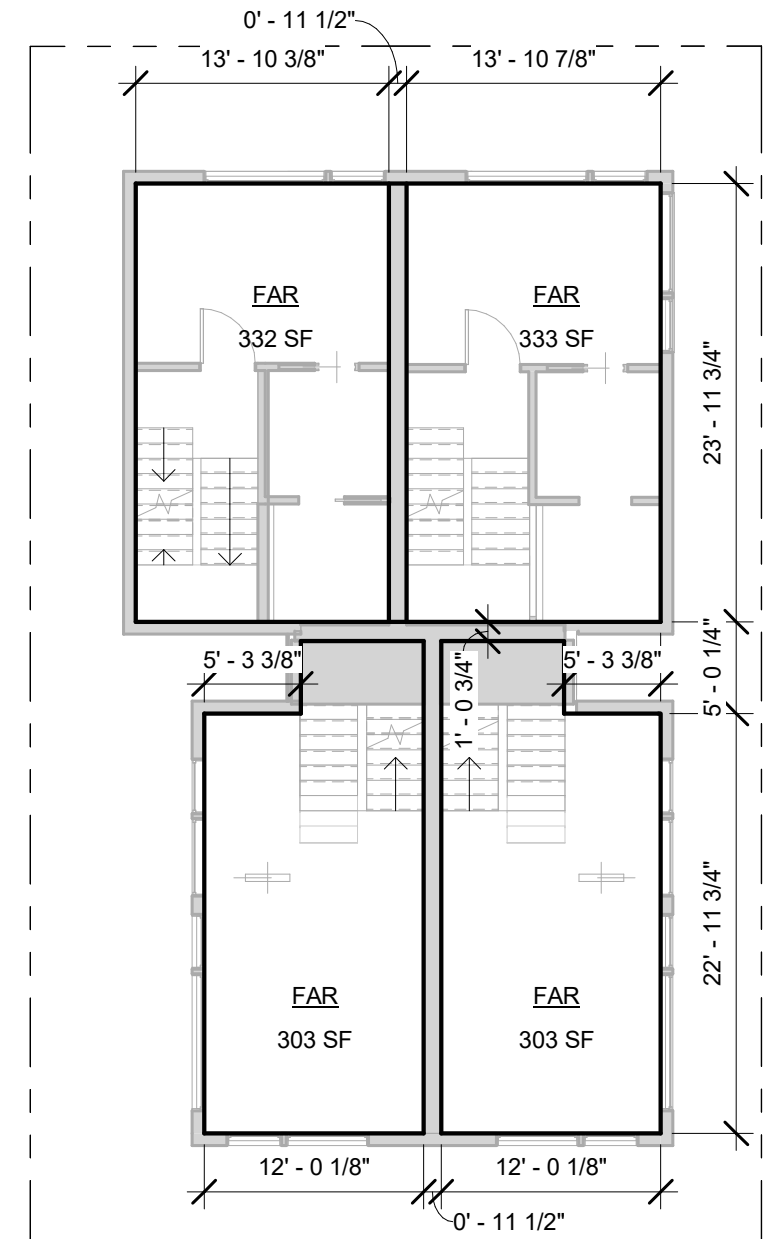
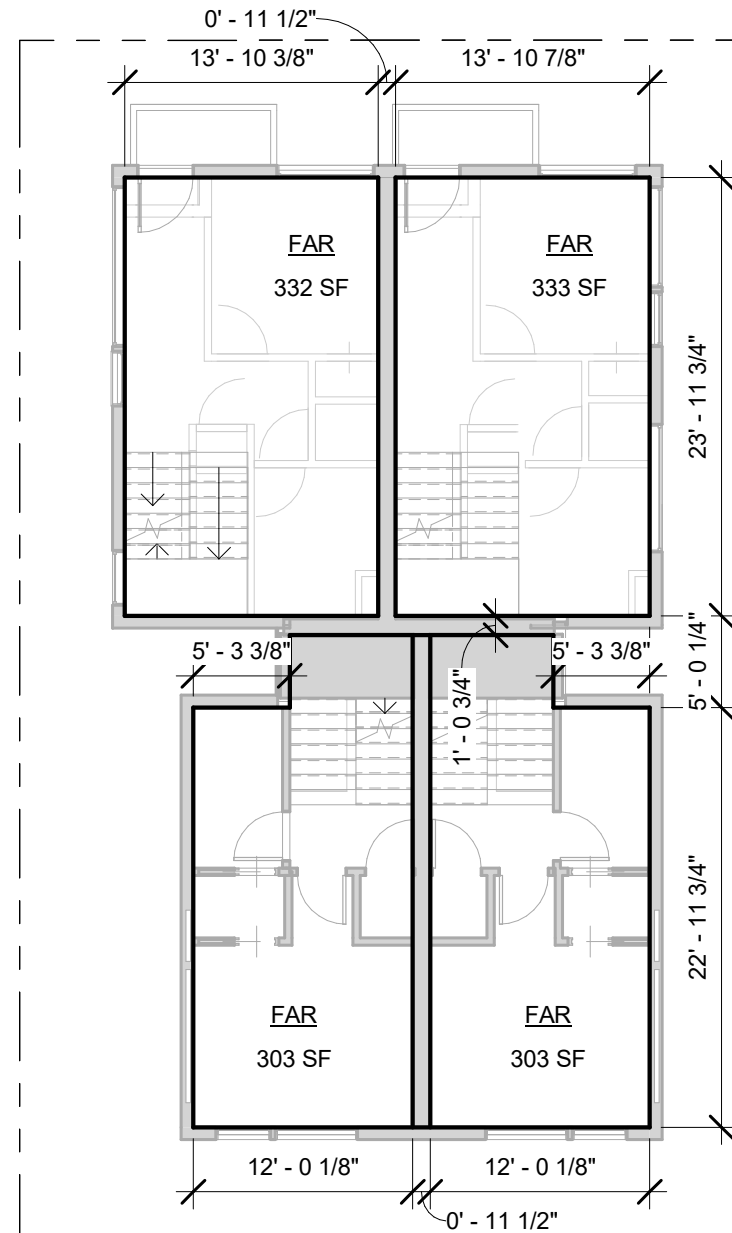
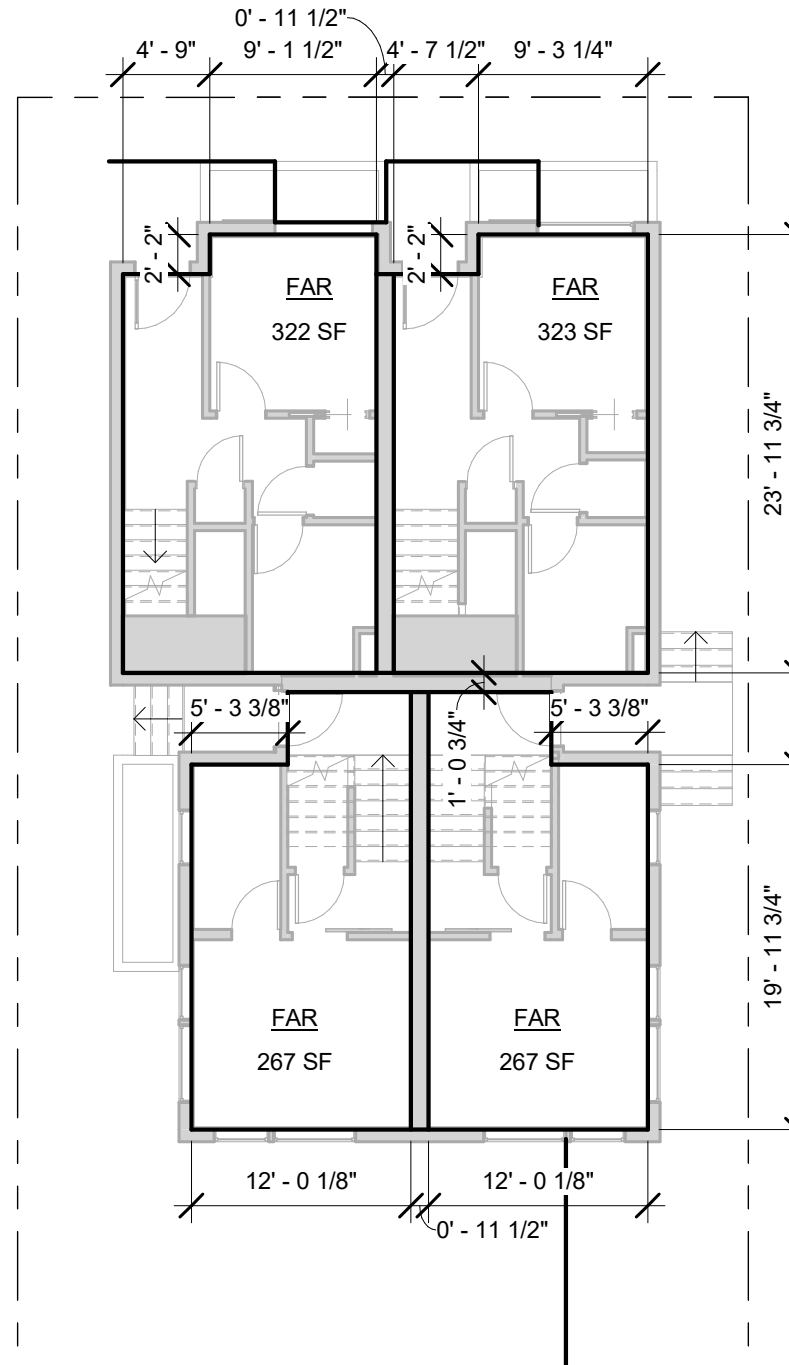
Total lot sf: 3,117 SF

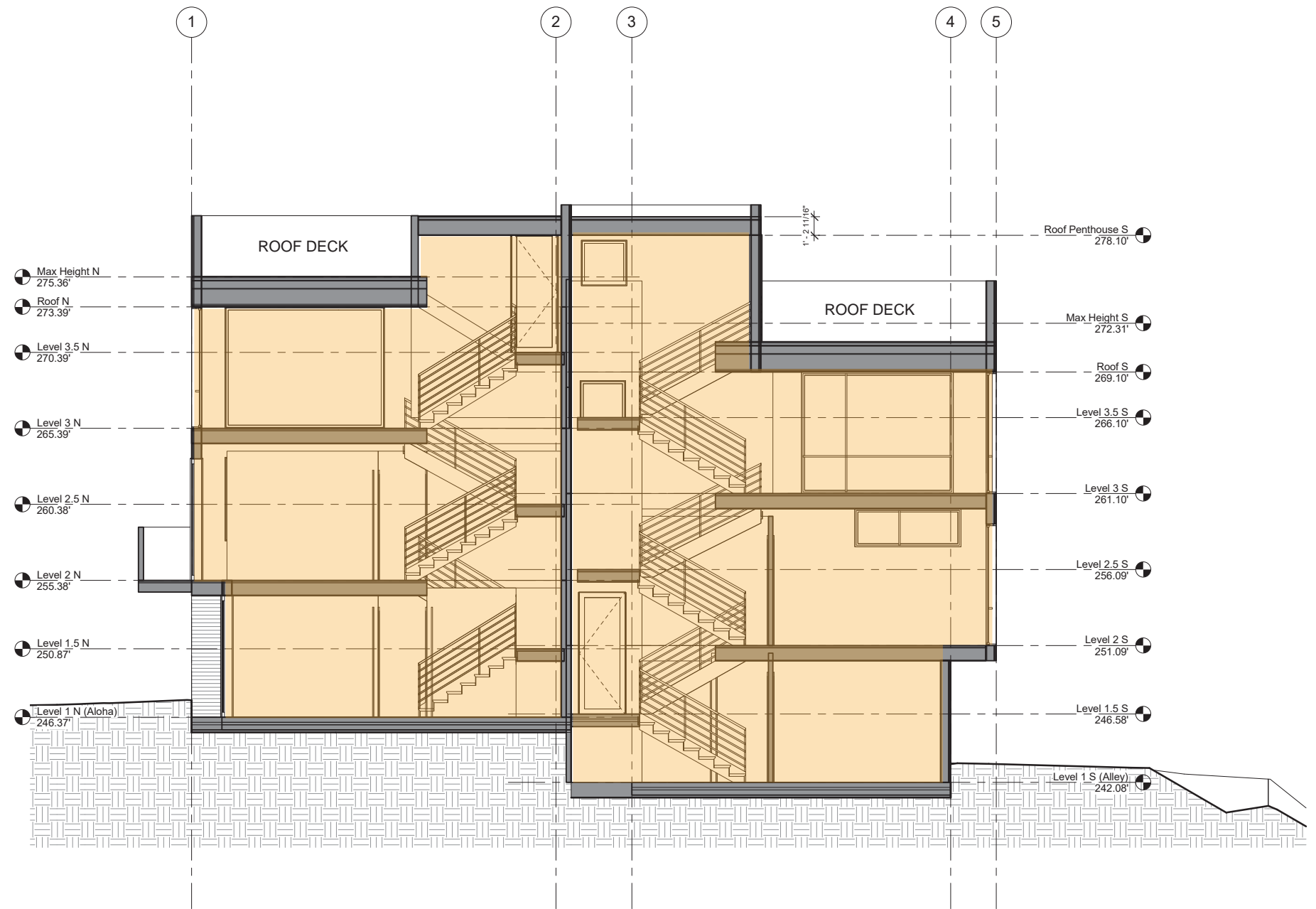
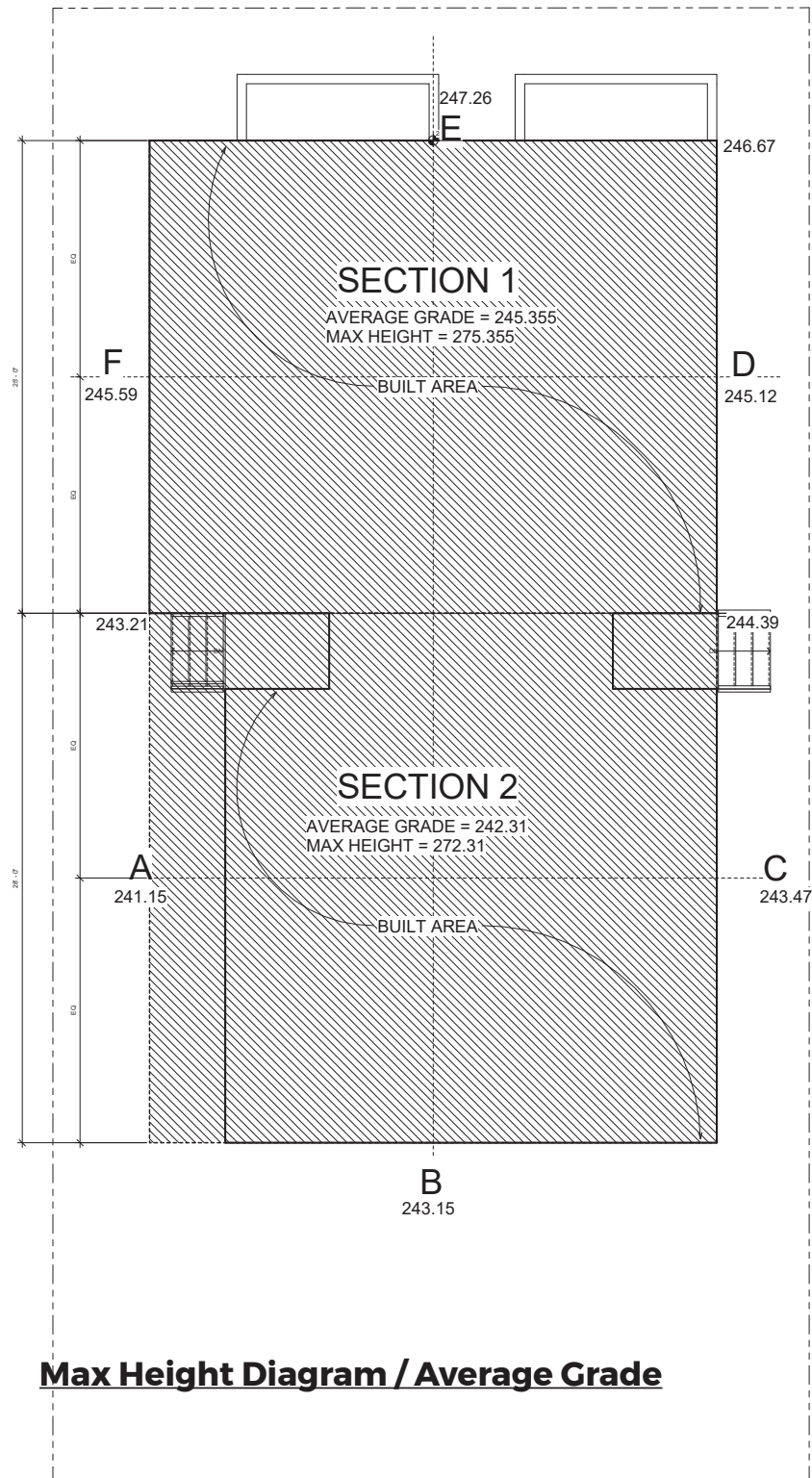
Proposed total area: 3,721 sf

Proposed FAR: 3,721 / 3,117 sf site = **1.19**

Project Complies

Area-FAR		
Unit	Level	Area
A	LEVEL 1	323 SF
B	LEVEL 1	322 SF
C	LEVEL 1	267 SF
D	LEVEL 1	267 SF
		1179 SF
A	LEVEL 2	333 SF
B	LEVEL 2	332 SF
C	LEVEL 2	303 SF
D	LEVEL 2	303 SF
		1271 SF
A	LEVEL 3	333 SF
B	LEVEL 3	332 SF
C	LEVEL 3	303 SF
D	LEVEL 3	303 SF
		1271 SF
Grand total: 12		3721 SF





Per table 23.45.514 the allowable height for townhouse developments within LR3 zones is 30 feet.

AMENITY AREA

23.45.522: Amenity Area

Townhouse developments in LR zones having the following amenity area requirements:

A.1: The required amount of amenity area for rowhouse and townhouse developments in LR zones is equal to 25 percent of the lot area. A.2: A minimum of 50 percent of the required amenity area shall be provided at ground. 3. For townhouse development, amenity area required at ground level may be provided as either private or common space.

Required total:

3,117 sf site area / 4 = 779.25 sf = 780 sf

Required ground floor:

780/2 = 390 sf

Total proposed: 1,615 sf

Proposed at ground level:

204 sf (private amenity at grade)

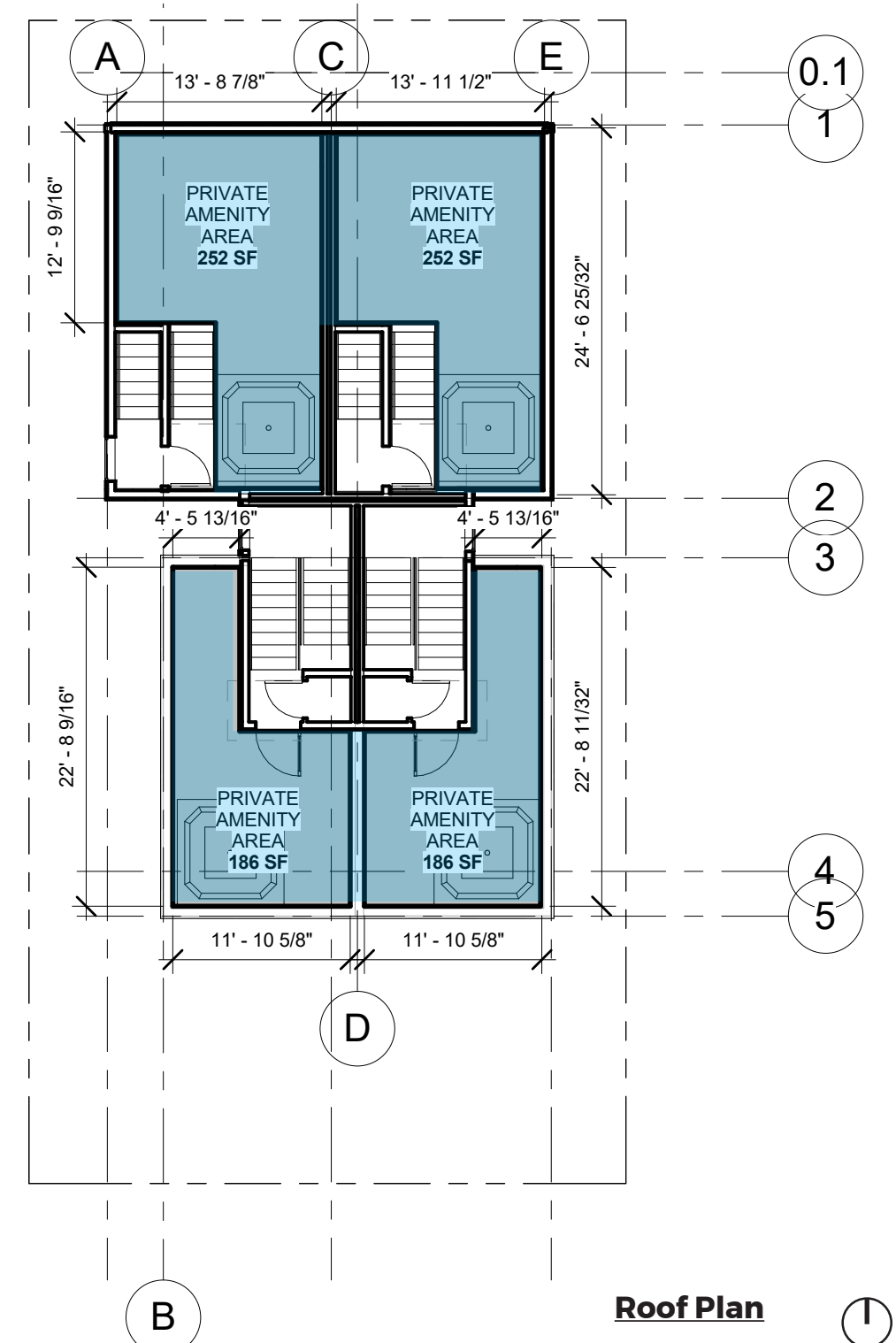
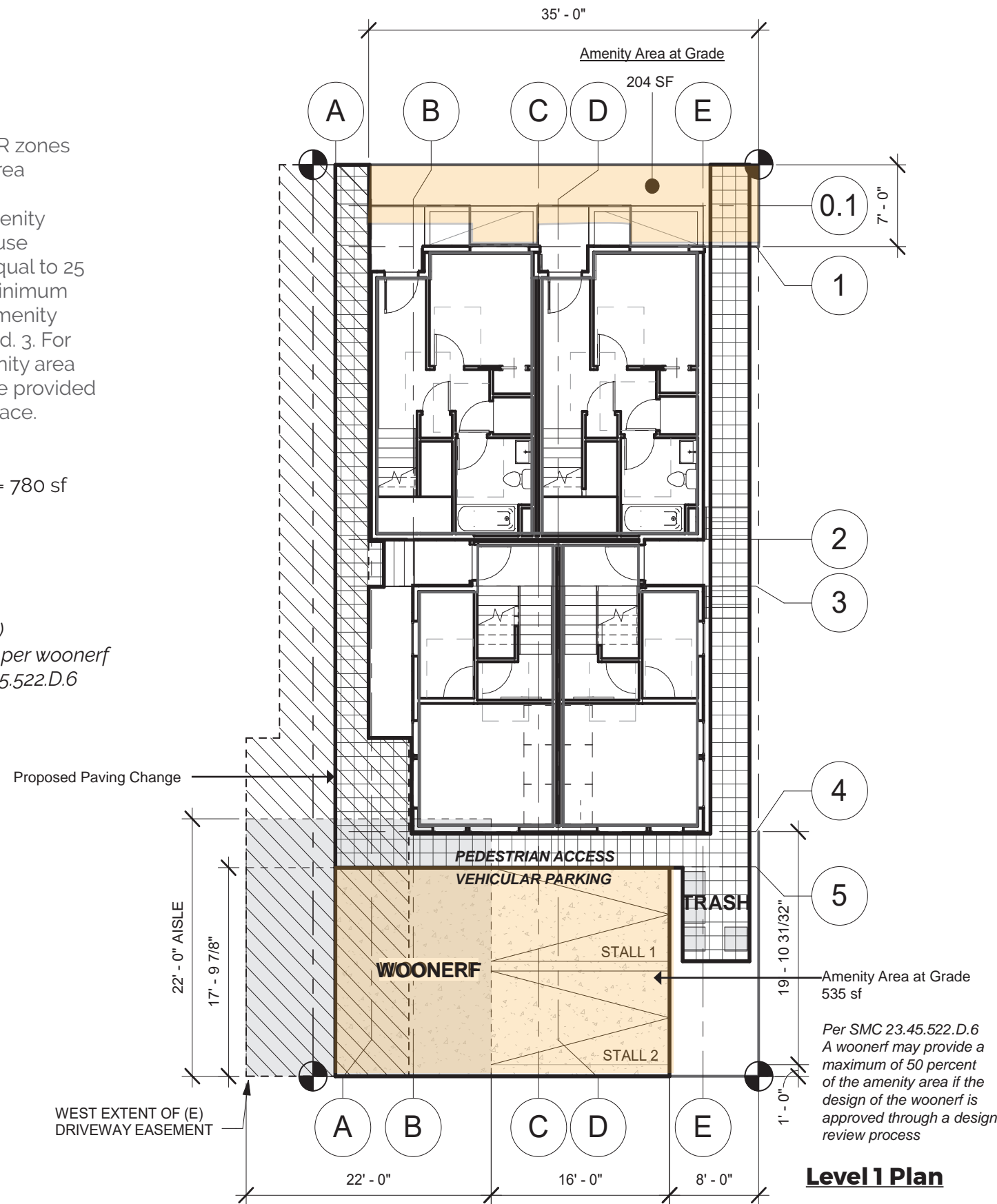
535 sf (private amenity at grade per woonerf at rear of property, per SMC 23.45.522.D.6)

Proposed on roof decks:

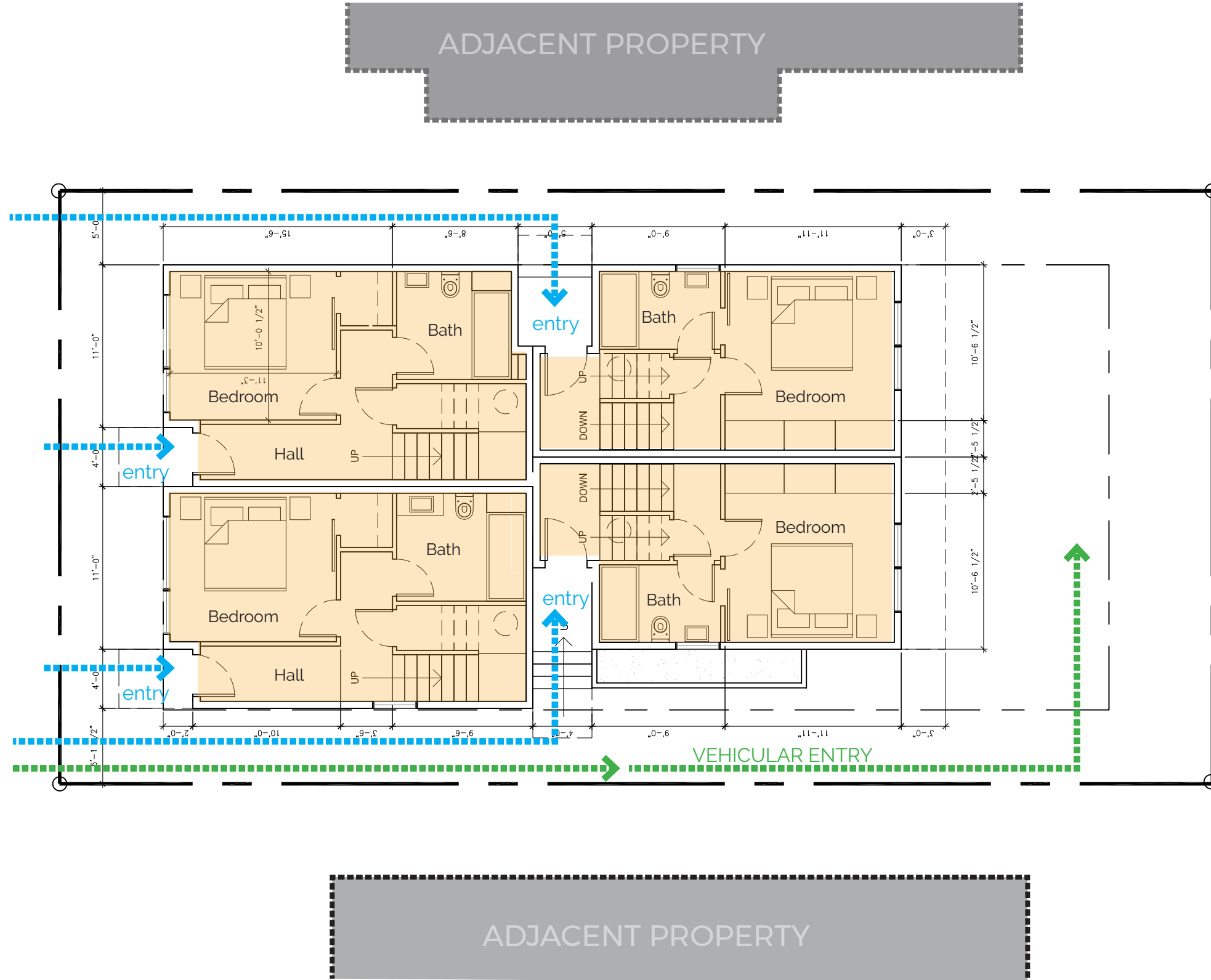
876 sf (private amenity)

Project Complies.

- Amenity Area At Grade
- Amenity Area At Roof Deck



ALOHA STREET

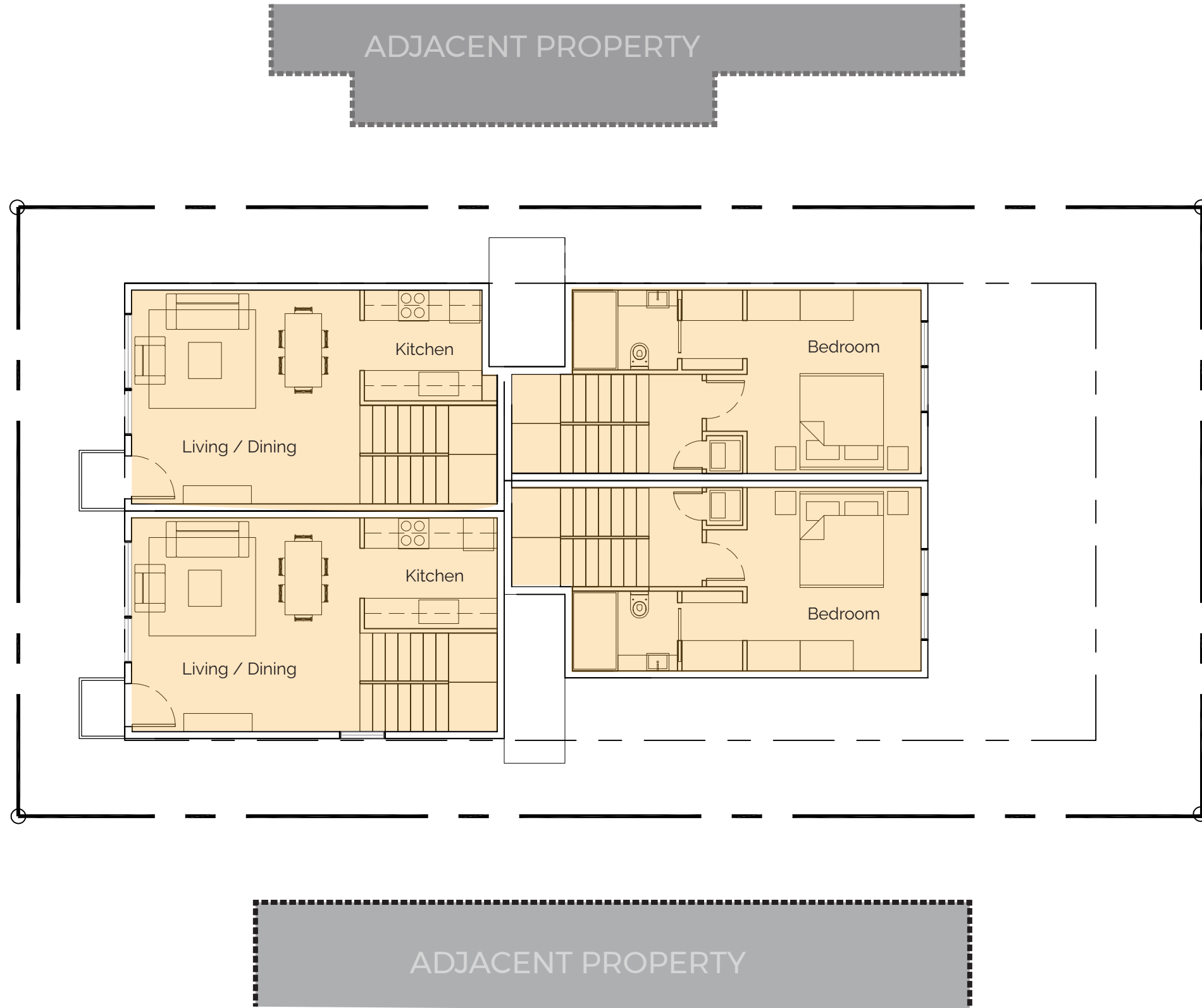


Level 1 Plan

Scale: 1/8" = 1'-0"



ALOHA STREET

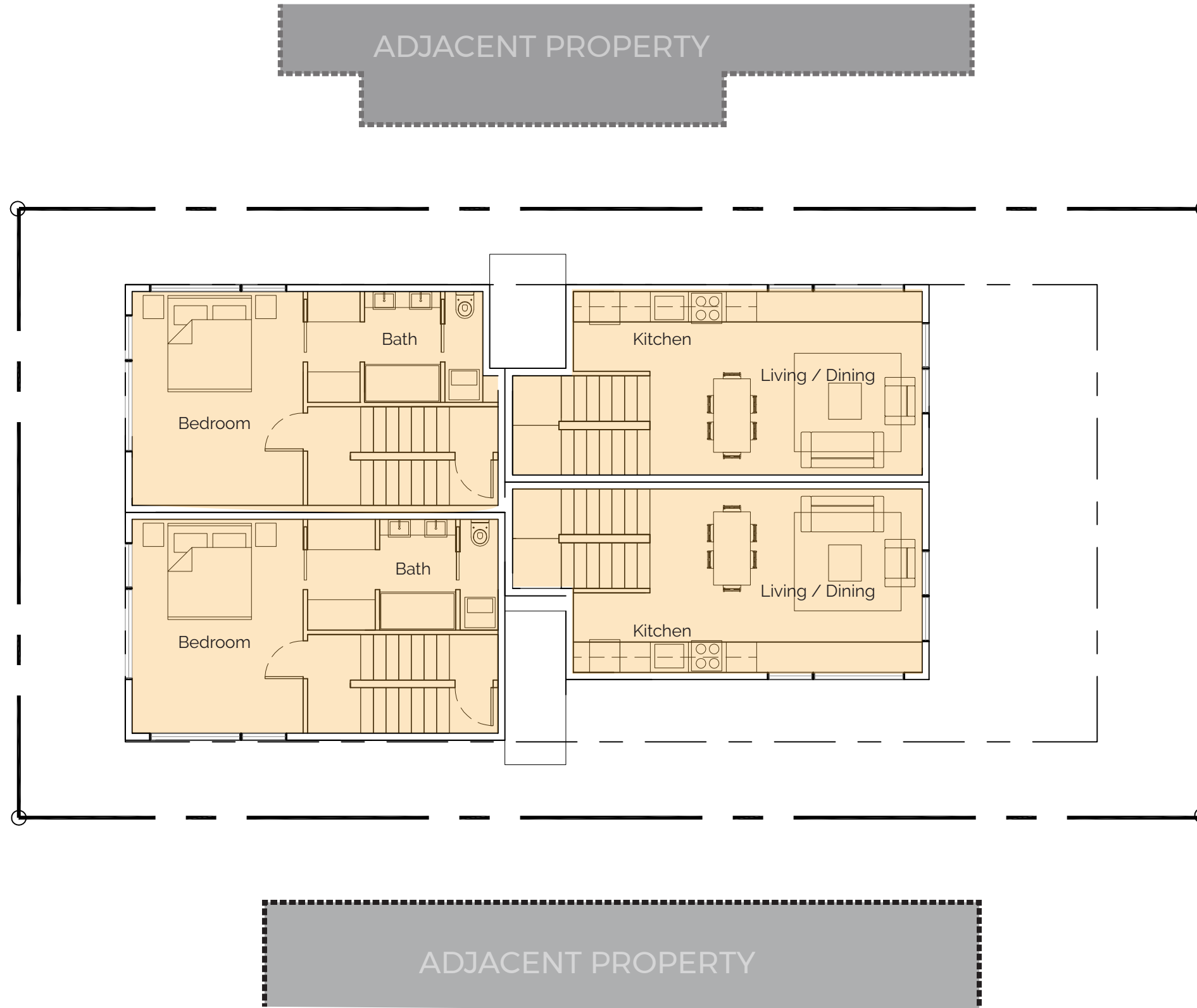


Level 2 Plan

Scale: 1/8" = 1'-0"



ALOHA STREET

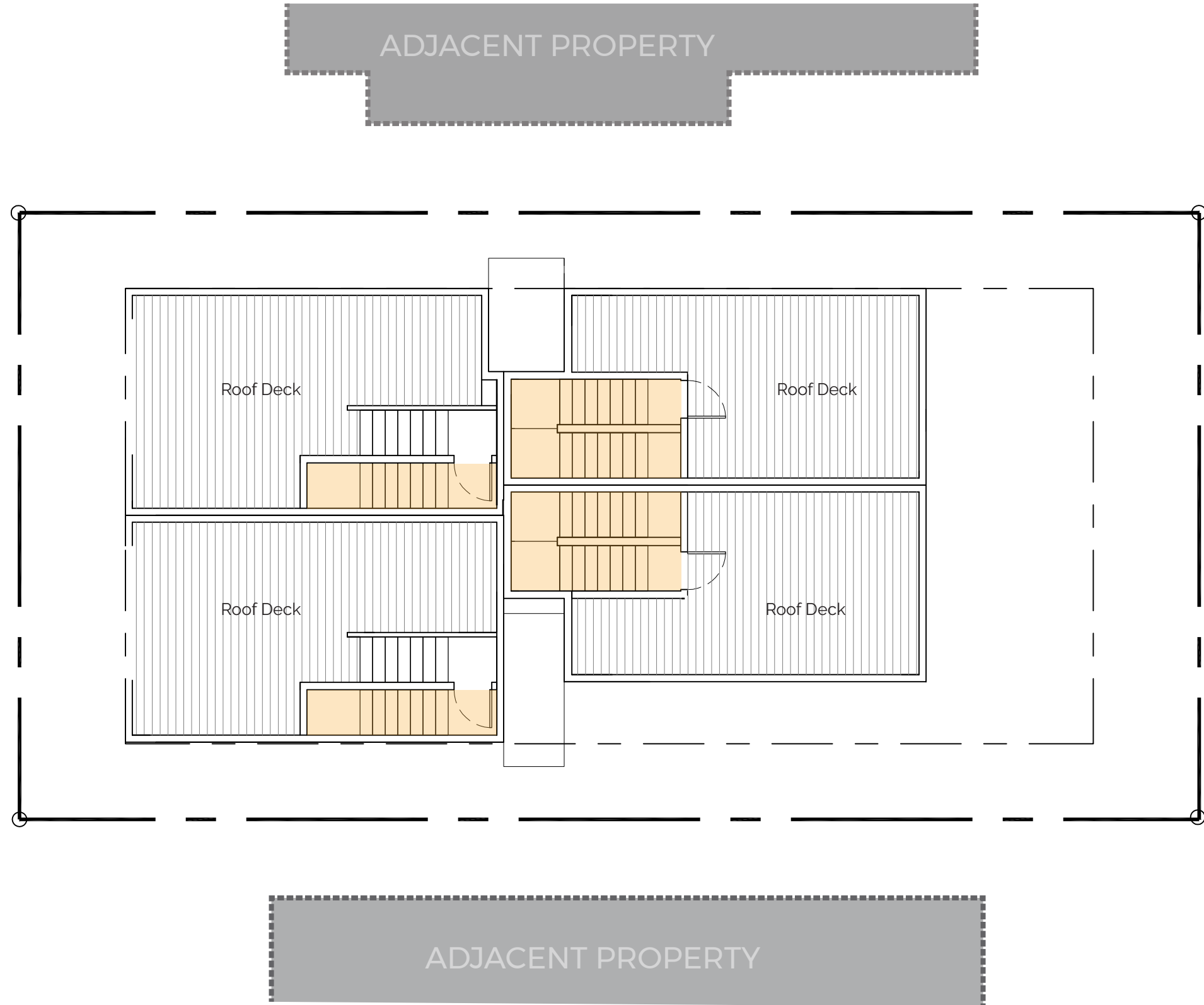


Level 3 Plan

Scale: 1/8" = 1'-0"



ALOHA STREET



Roof Plan
Scale: 1/8" = 1'-0"



Preliminary Landscape Plan



- (N) STREET TREES
IN ROW AS REQ'D
PER SDOT STREET
IMPROVEMENT PLAN
- (E) CONCRETE SIDEWALK
- (N) GREEN AMMENITY
SPACE / HEAVILY PLANTED
ENTRY PLANTERS
- (N) 2ND LEVEL BALCONY OFF
FRONT DWELLING UNITS
- PROPERTY LINE
- (E) EASEMENT FOR SHARED
COMMUNITY DRIVEWAY AS
REC. NO. 2169123
- UNIT ENTRY / ACCESS
SIDEWALK
- (N) GREEN AMMENITY
SPACE / HEAVILY PLANTED
UNIT ENTRY PLANTER
- (N) LANDSCAPE BUFFER
/ SCREENING ALONG
PROPERTY LINE
- UNIT ENTRY / ACCESS
SIDEWALK
- (N) LANDSCAPE BUFFER /
SCREENING
- (N) SCREENED TRASH /
RECYCLING AREA
- (N) GRASSCRETE PARKING PAVERS
TO DESIGNATE VEHICULAR PARKING -
WOONERF
- GREEN AMENITY / HEAVILY PLANTED
- (N) LANDSCAPE BUFFER / SCREENING



View From Aloha Street



Pedestrian View Along Aloha Street



Materials

Materials for this project are being selected because of their scale, character and durability. While most of the facade will be clad with a vertical, dark painted cement board, in varying widths, warmer elements will define the entry / pedestrian spaces of the project.

Design Guidelines

DC4 A.1. Exterior Elements and Finishes- Exterior Finish Materials:

Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4 A.2. Exterior Elements and Finishes- Climate Appropriateness:

Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions. Highly visible features, such as balconies, grilles and railings should be especially attractive, well crafted and easy to maintain. Pay particular attention to environments that create harsh conditions that may require special materials and details, such as marine areas or open or exposed sites.

DARK CEMENT BOARD

LIGHT CEMENT BOARD

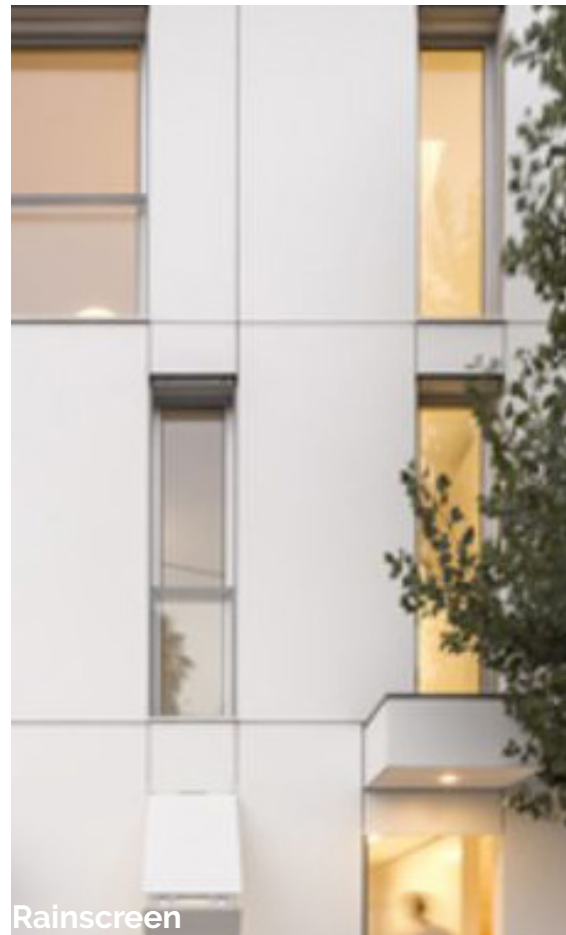
CEDAR PLANK

CONCRETE PLANTERS

PERFORATED STEEL



Rainscreen



Rainscreen



Soffits



Planters / Landscape




Balcony

MATERIAL LEGEND

	MATERIAL	DESCRIPTION	MANUF. / COLOR
1	HARDI SIDING	RANDOM BOARD WIDTHS, VERTICAL STANDING SEAM BREAKS	DARK GREY
2	VINYL WINDOW FRAME	PRE-FINISHED VINYL WINDOW FRAME	WHITE
3	HARDI PANELS	WHITE 'GASKET' WINDOW SPANDRELS, WINDOW SIDE PANELS	WHITE
4	CONCRETE BASE		
5	PERFORATED MTL PANELS	GUARDRAILS AT BALCONIES	WHITE
6	WOOD	CEDAR AT SOFFITS	LIGHT STAIN, COAT
7	CONC. PAVER TREAD w/ RAILROAD TIE SITE STAIR RISER	EXTERIOR STAIRS FOR REAR UNITS	
8	DOOR FRAMES	ACCENT PAINT AT EXTERIOR DOORS	ORANGE / YELLOW

ANNOTATION LEGEND

REQUIRED 3' RADIUS AT EXHAUST OUTLETS 



East Elevation

Scale: 3/32" = 1'-0"




North Elevation

Scale: 3/32" = 1'-0"

MATERIAL LEGEND

MATERIAL	DESCRIPTION	MANUF. / COLOR
1	HARDI SIDING RANDOM BOARD WIDTHS, VERTICAL STANDING SEAM BREAKS	DARK GREY
2	VINYL WINDOW FRAME	PRE-FINISHED VINYL WINDOW FRAME WHITE
3	HARDI PANELS	WHITE GASKET WINDOW SPANDRELS, WINDOW SIDE PANELS WHITE
4	CONCRETE BASE	
5	PERFORATED MTL PANELS	GUARDRAILS AT BALCONIES WHITE
6	WOOD	CEDAR AT SOFFITS LIGHT STAIN, COAT
7	CONC. PAVER TREAD or RAILROAD TIE SITE STAIR RISER	EXTERIOR STAIRS FOR REAR UNITS
8	DOOR FRAMES	ACCENT PAINT AT EXTERIOR DOORS ORANGE / YELLOW

ANNOTATION LEGEND

REQUIRED 3' RADIUS AT EXHAUST OUTLETS	
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West Elevation

Scale: 3/32" = 1'-0"



South Elevation

Scale: 3/32" = 1'-0"

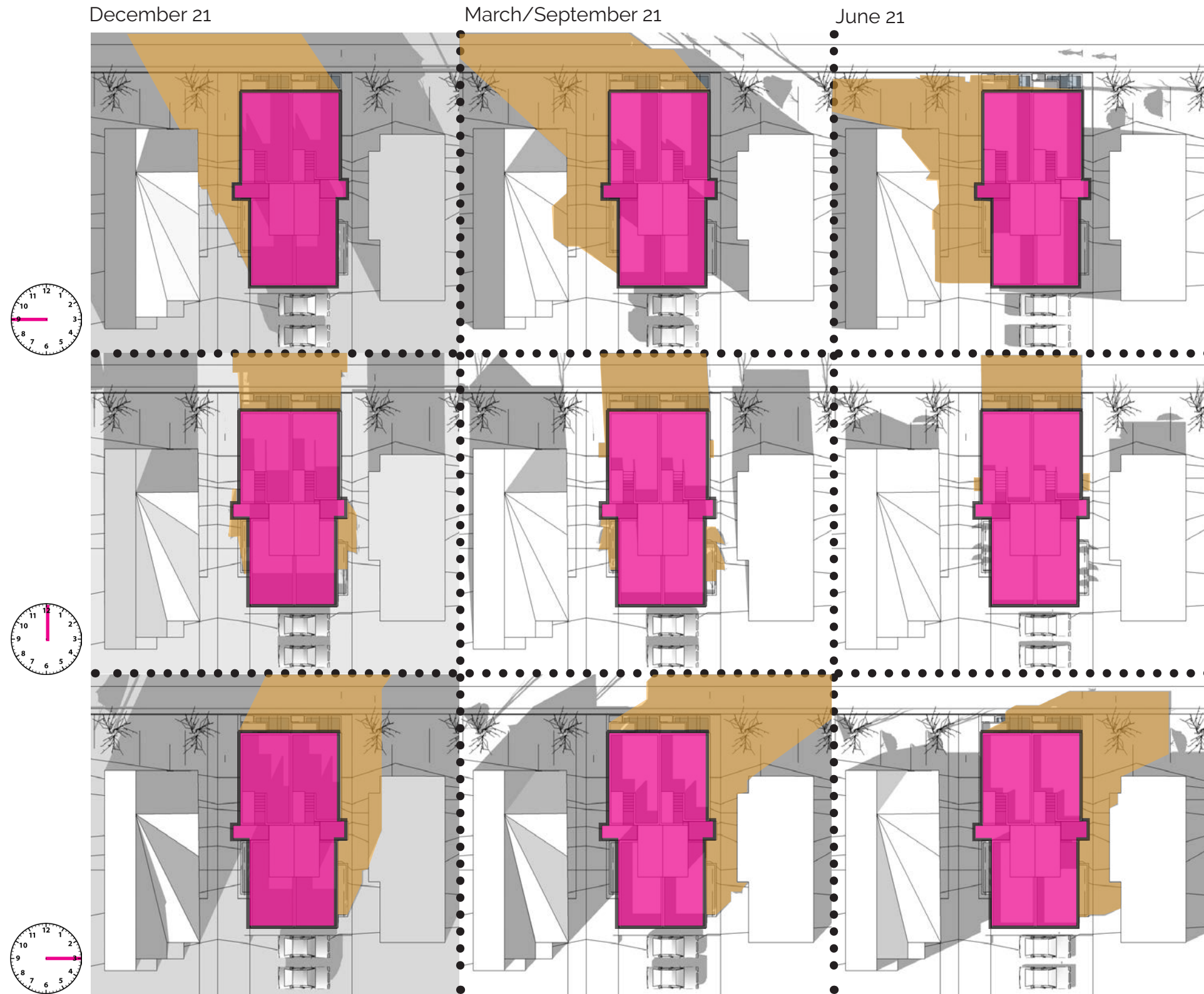
Privacy Study

- Proposed fenestration
- Neighboring fenestration



Privacy Study

- Projected Shadows
- Project Outline



HYBRID Previous Project Experience



Madison Park Condominiums



Bellevue Ave Midrise Apartments



Remington Court Townhouses



Stevens Residences



College Street Work Lofts